

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 29.97

(ESTABLISHED 1881.)

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October 7, 1913. Temperature a.m. 75, p.m. 82; Humidity.. 80, 59.

October 7, 1912. Temperature a.m. 73, p.m. 81; Humidity.. 82, 62.

9,216 晚九初月九年丑癸

WEDNESDAY, OCTOBER 8, 1913.

三拜禮 號八月十英曆

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TELEGRAMS.

HOME RULE.

THE WAITING POLICY.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 7.
The Unionist papers state that no formal decision as regards future policy was reached at the meeting between Mr. Bonar Law and Sir Edward Carson, who decided to wait until after Mr. Winston Churchill's speech at Dundee on Wednesday.

Home Secretary's Speech.

Mr. Reginald McKenna, the Home Secretary, speaking at Pontypool, said that a Conference on the Home Rule question meant nothing but pointless procrastination, when one of the parties opposed nothing, but a flat negative to the proposals of the other party.

Bill Will Pass.

The exclusion of Ulster was doubtless advocated with the object of rendering Home Rule impossible. The Liberal party refused to submit to the rule of a minority, and the Home Rule Bill would pass in the next Session by the authority of the representatives of the people.

Rifles and Bayonets.

London, Received Oct. 8.
The Italian rifles and bayonets recently seized at Drogheda, as well as the rifles seized at Newry, Belfast and Londonderry have been removed to Dublin Castle.

ROYAL WEDDINGS.

THE PRESENTS.

London, Received Oct. 7.
It is announced that the public will not be admitted to view the presents at the wedding of Prince Arthur of Connaught to the Duchess of Fife. They are estimated to be of the value of £100,000. Pearls, which are the gems of the season, figure largely in the jewellery.

DUBLIN STRIKE.

SITUATION QUIET.

London, Received Oct. 8.
The situation at Dublin is quiet. The masters intend to hold a further meeting to consider the position. The men announce that they are receiving support from unexpected quarters.

BOXING.

FEATHER-WEIGHT CHAMPIONSHIP.

London, Received Oct. 7.
At the National Sporting Club, Kid Lewis won the Feather-weight Championship of England, knocking out Alec Lambert in the seventeenth round.

DUKE OF CONNAUGHT.

RETURNING TO CANADA.

London, Received Oct. 7.
The Duke and Duchess of Connaught are to leave England for Canada on the 17th inst.

TELEGRAMS.

IMPERIAL DEFENCE.

AN EXPLANATION.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 7.
Reuter is "informed" that no proposal for an Imperial Naval Conference has been received from any dominion although there have been suggestions in the press of possible meetings at Vancouver and elsewhere.

Next Imperial Conference.
It has always been well understood that the next Imperial Conference would be held in 1915.

There has been much discussion in the Imperial Dominions regarding the question of defence, and Canadian and New Zealand Ministers have conferred with the Committee of Defence in London. Other visiting ministers will doubtless continue the discussions but no question of a formal conference has been discussed. It is obvious that "pressure of business at Home" will prevent the proposed conference at Vancouver.

[A telegram yesterday quoted the "Daily Telegraph" as saying that Mr. Asquith, as President of the Committee of Imperial Defence, has decided not to summon an Imperial Naval Conference, a meeting of which was expected shortly.]

FREE TRADE CAMPAIGN.

THE OPENING SPEED.

London, Received Oct. 7.
Sir John Simon, K.C., M.P., the Solicitor-General, opened at Glasgow the Liberal Free Trade campaign. He quoted statistics to show that the decade since Mr. Chamberlain's proposals were promulgated had proved the efficacy of Free Trade, which was important and valuable when times were good, and an absolute necessity when times were bad. He appealed to Tariff Reformers to abandon their policy, which a past Conservative statesman had described as "dead and damned."

AVIATION.

MR. GRAHAM-WHITE'S PROTEST.

London, Received Oct. 7.
Mr. Claude Grahame-White and Mr. Gates, the manager of Hendon Aerodrome, have resigned their membership of the Aero Club as a protest against the action of the Club in suspending the certificate of M. Moulins, the French aviator, for flying over London on May 11.

PEACE CENTENARY.

APPEAL FOR FUNDS.

London, Received Oct. 7.
The British Committee of the Anglo-American Peace Centenary appeals for £60,000 to carry out the British programme in the Centenary celebration, including, besides educational schemes, the erection of a Memorial at Westminster and the purchase of Sulgrave Manor, the ancestral home of the Washingtons.

FRENCH PRESIDENT.

ARRIVES AT MADRID.

London, Received Oct. 8.
President Poincare has arrived at Madrid. He is paying a visit to the King of Spain.

TELEGRAMS.

TOWN DESTROYED.

TERRIBLE STORM IN ALASKA.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 7.
Reuter's correspondent at New York states that Nome, a town in Alaska, has been almost destroyed by a terrific storm. The sand-spit, where the gold was dredged, was washed away, and 500 houses have been demolished. The inhabitants are working to save their property among the icy seas, which are breaking over the town.

ANGLO-JAPANESE TREATY.

Count Hayashi's Diary.

The Manchester Guardian has an able article on the extracts from the late Count Hayashi's Diary published in the Jiji. It says:—

The extracts are a fragment only, but a fragment of very great political importance. The seed of the alliance Count Hayashi finds in a remark made by Mr. Chamberlain to Count Kato, his predecessor, in 1893. "For three years it lay dormant, and the first sign of its germination was in the spring of 1901 in a conversation between Count Hayashi and Baron Eckhardstein, the German Charge d'Affaires, who bolly suggested a triple alliance between England, Germany, and Japan. If Baron Eckhardstein had any authority for saying that, Mr. Chamberlain, the Duke of Devonshire, and Lord Salisbury were all in favour of his suggestion, it is clear that Mr. Chamberlain's remark to Count Kato in 1898 was not so casual as it seemed, and must have been very widely canvassed.

Count Hayashi took up the suggestion, and on April 19 made overtures to Lord Lansdowne, the Foreign Secretary, not, however, for a triple alliance, but for a dual alliance with Germany left out. Lord Lansdowne seemed to approve, but wanted a third member of the alliance, which made Count Hayashi feel sure in his own mind that there had been some talk between England and Germany. And a month later the German Charge d'Affaires informed him that Lord Lansdowne had told him all about it—another confirmation of his suspicions. But Count Hayashi, remembering the intervention of Germany, France, and Russia at the end of the war with China, made up his mind that Japan could not trust Germany. The negotiations lingered, Lord Lansdowne apparently hanging back because Germany was not to be included in the alliance, and Japan threatening to go over to Russia if we did not make terms. Finally, Count Hayashi learned from Sir Claude Macdonald that the King thought it was time to come to a definite agreement, and, believing that the King was on his side, was able finally to get his way. The alliance, signed in January, 1902, was between England and Japan alone.

We believe this account of the negotiations to be substantially accurate, and it fits in perfectly with what we already know. The Imperialist movement led by Mr. Chamberlain was, in spite of one or two sharp passages, quite free from hostility to Germany; Mr. Chamberlain, it will be remembered, at the very height of his fame publicly advocated an alliance with Germany and the United States. The speech was thought at the time to be a mere indiscretion, but probably it only blurted out what leading statesmen had often informally discussed. This desire for good relations with Germany persisted to 1901; it

TELEGRAMS.

PHILIPPINES GOVERNOR.

IMPORTANT STATEMENT.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 7.
Reuter's correspondent at Manila states that Mr. Harrison, the new Governor General of the Philippine Islands, has announced that the policy of the United States contemplated the ultimate independence of the Philippine. As a first step it promised immediately to give the natives a majority in both Houses of the Philippines Legislature.

was so strong in 1901 that Lord Lansdowne if left to himself would probably have refused an alliance with Japan unless Germany was in it too. It will be remembered, too, that he was engaged in negotiations with Germany over the Bagdad Railway about the same time, and incurred a good deal of unpopularity for acting with her in Venezuela.

When Baron Eckhardstein, in the conversation of the spring of 1901 reported by Count Hayashi, said that though the German people might be hostile to England and the German Government was not, he was only saying what the Kaiser himself was to get into hot water for saying several years later in the famous interview by the Daily Telegraph. The Entente with France which was prepared by the King's visit to France in 1903 marks the beginning of the coolness between England and Germany, but the Foreign Secretary, Lord Lansdowne, did not know it at the time. To him it was, as he has since explained, only the model of other Ententes, which were to follow with other Powers. We are therefore safe in saying that the coolness is as little an essential part of Conservative policy as it is of Liberal. Count Hayashi apparently takes credit for keeping Germany out of the alliance, and as Japan had probably already made up her mind for war with Russia he was from that point of view quite right.

"For this country, however, it was a misfortune. The alliance, had Germany been a member, would have been a very different thing; it would have stressed the emphasis on the maintenance of the 'open door' in China, and it would doubtless have been a model for similar agreements in other parts of the world. Had Lord Lansdowne and not Count Hayashi had his way in 1901 there would have been no Morocco trouble, for England and Germany would have been on the same side. But no doubt the Protectionist agitation in England to some extent overlaid our traditional anxiety, which Germany shared, for the maintenance of the open door.

The Anglo-Japanese Alliance has always been to us the typical bad example of the dangers of the Executive's uncontrolled power in the making of treaties, and it would be an interesting exercise for the imagination to attempt to reconstruct what might have happened had our diplomacy been as open as, say, that of the United States. But the salient point in the whole story is this. The secrecy of diplomacy is defended on the ground that it is necessary to secure continuity in our policy. But was a House of Commons ever guilty of such levity as was displayed by our diplomacy between the years 1901 and 1907?

In 1901 we conclude an alliance with Japan, only under the influence of Russophobia, but obviously meant to prepare for a war with Russia. Six years later we make the Entente with Russia. In 1901 a Conservative Government is ready to conclude an

TELEGRAMS.

BRITAIN'S TRADE.

INCREASE IN IMPORTS.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 8.
The imports into Britain for September show an increase of £4,180,485 and the exports a decrease of £779,605. The increase is principally in food and drink, timber and silk and the decrease in manufactures of iron and steel.

alliance with Germany to maintain the open door, three years later it makes an Entente with France, and a few years later a Liberal and Free Trade Government is on the brink of war with Germany because she insists on keeping the door open to trade in Morocco.

In six years the foreign policy of this country boxes the compass. Why? If we seek the explanation in the conflict of political forces and principles we shall certainly not find it. There is no more consistency in the story than in the changes of fashion. People change their style of dress because some obscure *coleris* decrees it. Our foreign policy chops and changes with the same levity. And that is the meaning of the whole system of diplomacy. For the development of ideas it substitutes the changes of fashion, decreed, it may be, by some *camarilla*, of whose existence neither Parliament nor popular politics has any knowledge.

WHEN GREEK MEETS AMERICAN.

It is strange to address a wounded Greek soldier, in war-worn uniform, on the Acropolis, and to be answered in English spoken with American accent; yet that is the experience of the visitor to Athens to-day, says the *Egyptian Gazette*. The city is alive with khaki-clad soldiery, and a large proportion of the men speak English. They are very strongly English in sympathy and American in thought. The Englishman is greeted and welcomed by them, and they are proud if he justly praises their exploits in the war. Greece has been sending a large proportion of her surplus population to America, and she is now reaping her reward in the constant supplies of men which maintain the strength of her armies.

TWO NOTABLE BOYS

Each generation is blind to its living saints and heroes; they move, among us, but we never guess them for what they are. Who, for instance, can forecast the possibilities latent in a child? About a century ago two little London boys used to play together in the garden of Bloomsbury Square. Nobody noticed that they were unlike other lads; but they grew up to alter politics and religion in England, for one was Benjamin Disraeli and the other was John Henry Newman. —*British Weekly*.

"Kent for Kentishmen."
In reference to a "Kent for Kentish Men" agitation, the offices of the Kent Education Committee have been removed from Westminster to Maidstone. New buildings have been erected and furnished at a cost of about £50,000.

Village Objects to Telephones.
The local authority at Cobham, Kent, refuses to give permission to the Postmaster-General to erect overhead telephone wires in that village. This is the picturesque village renowned in "Pickwick" where the "Leather Bottle" still exists and tourists seek for the stone recording "Bill Stumps, His Mark."

TELEGRAMS.

ELECTION IN CHINA.

THE VICE PRESIDENT.

Reuter's
(Service to the "Telegraph.")
London, Received Oct. 8.
Reuter's correspondent at Peking states that Li Yuan-heng has been elected vice-President.

"A COUNTRYMAN OF MACKAY'S."

A Uganda Rickshaw Ride.

The Rev. Norman Maclean, writing in the *Scotsman*, says:—
Along a road shaded by trees we proceed in a rickshaw to Kampala, the native capital of Uganda, seven miles away. The road is dotted with people carrying loads. These people are different from any race we have yet seen in Africa. Their faces are not disfigured by grease or mutilated for ornament. They are dressed in white, and their eyes are lit with intelligence. They are the Japanese of Africa—skilful of hand and bright of eye. As we hurry on, the rickshaw boys are singing. The one who holds the shafts gives forth a recitative. The two behind take up the song. And what is it they sing? It runs like this:—
Thou iron without the wood would be of but little use; the white man without the black man to pull him along would be of little use; the white man without the black man would never get anywhere.

The rickshaw stops, and we are introduced to a tall, dignified man, whose black face is intensely black, because of the whiteness of his robe. He is a native minister, who chooses the sacred "office," forgoing a chiefship. As a pastor he gets 24 a year; as chief he would get hundreds. But his brother is chief, and he is a pastor! We are introduced—a visitor from far-away Britain. The dignified face evinces interest—that is all. "A countryman of Mackay's," explains the Archbishop, and at the words the face of the tall Baganda breaks into a smile of welcome. He again shakes me by the hand. "A countryman of Mackay's," he says, "for his sake I bid you heartily welcome to Uganda; it is good that you have come to see us." This man owed his soul to Mackay, and Uganda is to-day, a centre of Christianity and civilisation because of that great Scotsman. Thus I came to the very heart of the most romantic mission in all the world.

A generation ago it would have taken three to four months to make the journey from Mombasa to Uganda; waterless deserts had to be traversed, a track had to be made through the well-nigh impassable bush, hostile tribes had to be propitiated, and all along the way lay the bones of those who perished in these perilous journeyings. Now forty-seven hours suffice for the journey, and all along the way the traveller is surrounded by comforts which he would not have found twenty years ago in the journey between Wick and London. This is the marvel of Equatorial Africa.

A Tiger in a Cage.

From an account of the least "freak" entertainment in New York:—
"With the ice the chief took in a huge cake with sixteen lighted candles. It was out, and from it sprang a tiger, which crouched and then, leaped towards the hostess, whose health was drunk with enthusiasm." Any true friend would drink to your health at the moment when the tiger springs.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

President Poincare has arrived at Madrid on a visit to the King of Spain.

Sir John Simon at Glasgow opened the Liberal Free Trade campaign.

The Duke and Duchess of Connaught will return to Canada on the 17th inst.

Reuter learns that no proposal for an Imperial Naval Conference has been received.

The Rt. Hon. Reginald McKenna, says a conference on Home Rule means nothing but pointless procrastination.

British peace centenary celebrations include the erection of a memorial at Westminster and the purchase of Sulgrave Manor.

Mr. Graham White and Mr. Gates, the manager of the Hendon Aerodrome, have resigned their membership of the Aero Club.

It is announced that the public will not be admitted to view the wedding presents sent to Prince Arthur of Connaught and his bride.

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The Unionist papers state that no formal decision as to future policy has been reached at the meeting of Mr. Bonar Law and Sir Edward Carson.

At the National Sporting Club Kid Lewis won the featherweight championship of England by knocking out Alec Lambert in the seventeenth round.

The British committee of the Anglo-American Peace organisation appeals for £60,000 to carry out the British programme of the centenary celebrations.

It is said that Governor-General Harrison has announced that the policy of the United States contemplated the ultimate independence of the Philippines.

Mr. Gates manager of the Hendon Aerodrome, protests against suspending the certificate of the Frenchman, M. Moulins, for flying over London in May last.

LOCAL.

Notes on a forthcoming boxing tournament appear to-day.

The Sanitary Board meeting yesterday was a very short one.

An interesting case regarding a claim for work done was heard in the Summary Court to-day.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 8.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.

Bijou Theatre 9.15 p.m.

Songee Rampa Rubber Co., Ltd. Third annual general meeting.

H. K. Association Football League. Extraordinary General Meeting, Offices of Messrs Shawan, Tompa & Co.—5.30.

Saturday, October 11.

Ordinary Annual General meeting Dairy Farm Co. Ltd.—12.30 p.m.

THIS SPACE TO LET.

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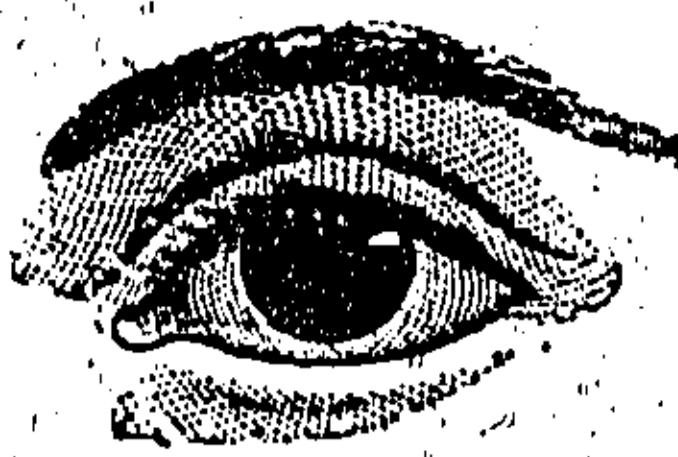
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OUR
CONTEMPORARIES.

South China Morning Post.

Settling Down.

The conservative spirit of China accustomed to move in an even groove, has had to be educated up to violent changes. It stands therefore to the everlasting credit of the provisional President that having completed a disagreeable task he commands to-day the support of three-fourths majority of the House of Representatives as well as the confidence of the great mass of China's millions. No man could succeed in thwarting such a crop of plots and conspiracies as Yuan Shih-kai has been called upon to face during the past two years of constant strife without incurring a certain amount of hatred, but he has survived it all and it is safe to say his friends far outnumber his enemies.

Daily Press.

China's Mineral Wealth.

Only a few days ago we commented on the strange neglect of the Chinese authorities to exploit in a business-like way the great mineral wealth which so many of the Provinces are known to possess. The information we published yesterday regarding competition by foreign firms or syndicates to advance large sums of money in the Province of Yunnan for the development of mining enterprises indicates clearly enough that there is plenty of foreign capital on offer for this purpose conditional on proper security being given. Within the past few months we have heard of loan contracts in Yunnan by a Franco-Russian group in Tonkin, as well as by German and Japanese firms. All these loans have had to do with mining. The Ko-Chiu Tin Refinery was mentioned as the borrower in more than one case, and in others the Provincial Government itself was the prospective borrower, on conditions as to security in which the mining rights in the province were involved. The Province of Yunnan is regarded as one of the richest in mineral wealth in China. Copper, tin, lead and spelter are there in great abundance, but such efforts as are made at present by native miners to develop this wealth are half strangled by the avariciousness of the local Government. The authorities have in the past made some show of doing something by engaging foreign expert advisers, but the advice these have tendered has not been acted upon, and no progress has consequently been made.

China Mail.

British Naval Constructors and the Turkish Navy.

At the same time, the collective experience of two or three firms is conducive to the highest efficiency in design and construction. No combination possible in any country could, from this standpoint, remarks "Engineering," excel that including Messrs. Sir W. G. Armstrong, Whitworth and Co., John Brown and Co., Limited, and Vickers Limited, who were responsible for the Reshadieh. Hakkî Pasha, who was present at the launching, said that he always congratulated himself that the contract for the Reshadieh, made during the time he was Grand Vizier, has been so well placed. He was particularly anxious to acknowledge the very wise advice he had received from Sir Gerard Lowther on this point, and he wished to make the public statement that it was his hope and wish that the building of the ships of the new Ottoman Navy should be entrusted to the same three firms as were responsible for the building of the Reshadieh.

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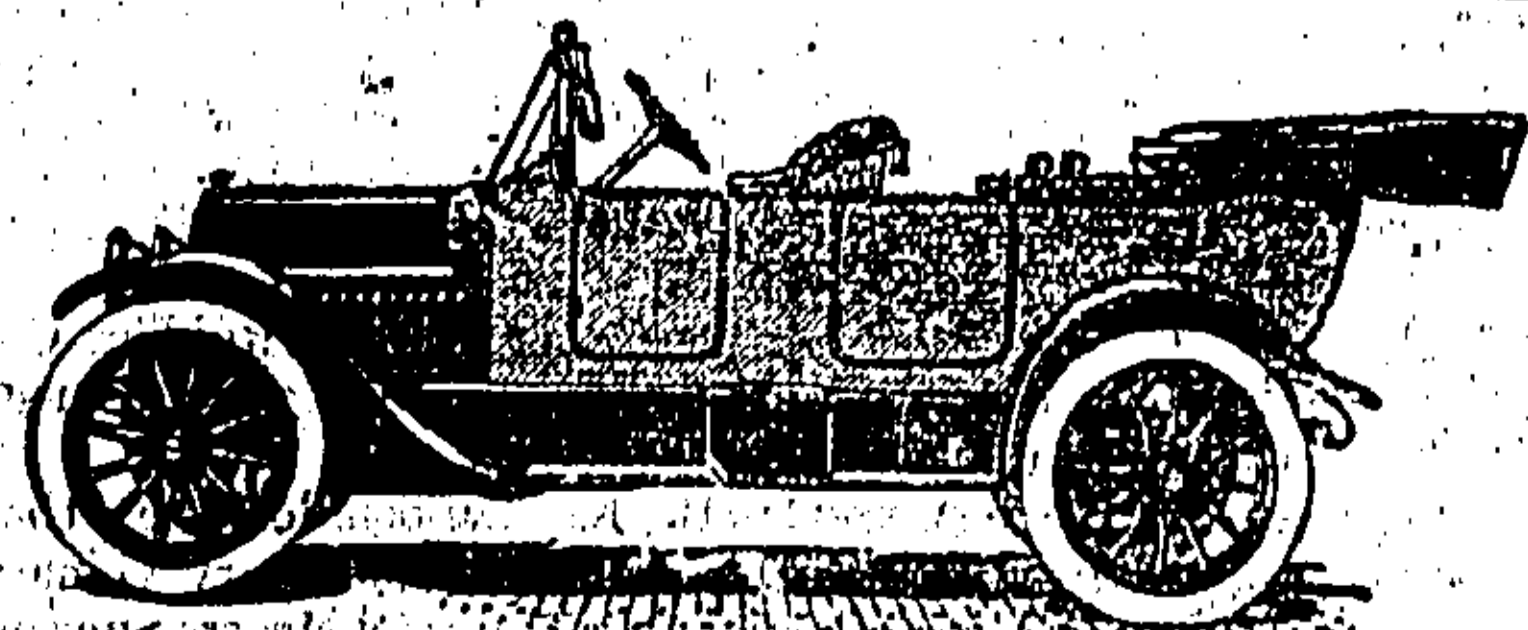
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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1901



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GENERAL NEWS.

Tin Tacks on the Road.

For depriving tacks on the highway at Bootle a woman was fined 2s. 6d. and costs by the magistrates. She said she had done it to protect her children from a number of young cyclists who were constantly riding up and down the road in front of her house. She had warned the cyclists about it, but they did not take any notice of her, and were impudent.

Old Dance to Ragtime.

Horn dancing took place at Abbots Bromley Burton-on-Trent, on September 8. Reindeer horns which have been stored in the church for four centuries were brought out, and the dancers in costume, carrying heavy horns and astride hobby horses, danced through the neighbourhood country to the accompaniment of ragtime music. The dancers called on Lord Bagot, by whom they were entertained.

It Pays to Kill.

The City Deputy Coroner, Mr. Danford Thomas, at an inquest said that it seemed a dreadful thing to say, but it paid omnibus companies better to kill people outright than to injure them. In the latter case they had to pay damages, but in the case of a fatal accident they escaped everything if the jury exonerated the driver. This was a subject which should have received the attention of the Select Committee on Motor Traffic but it had been overlooked.

Triumph for Sheffield.

Twelve-inch shells supplied by the Hadfield Steel Foundry Company, of Sheffield, to the United States Government have been found capable of fulfilling the highest requirements of the Naval Department at Washington. A preliminary order for 500 of these projectiles has withstood all the exacting tests imposed, so it seems probable that the completed contract will mean a saving of £103,000 to the American Government.

Motor-Bus Splash-Guards.

Messrs. T. Tilling and Co. have notified the inventor of their intention to fit the Graveloy splash-guard to all their fleet of motor-omnibuses, having been convinced by a trial of the appliance on a number of their vehicles during the past few months that it is commercially practicable.

The subject of an efficient guard to prevent the splashing of mud on to the payment has been before various conferences of local authorities in London, and the Home Secretary has more than once been approached on the point.

YOUNG INDIANS IN LONDON.

Mr. G. K. Gokhale spoke at the first ordinary meeting of the London Indian Association, an organization for the social and intellectual benefit of young Indians studying in Britain, and had some serious things to say as to the way in which young Indians are treated in Britain. Dr. J. N. Mehta, the president, in the chair.

Mr. Gokhale reviewed the position of Indian students in Britain which, he said, had steadily grown more and more difficult, until at last a point had been reached at which unless active steps were taken to place behind them the whole strength of the Indian community they might find their position impossible. The more or less cordial welcome with which they were treated at one time had changed to bare tolerance in the case of many, and even to positive dislike in the case of not a few.

He feared that the main cause was that racial colour prejudice was on the increase, this being due partly to the new school of Imperialism which looked upon the world as made for the white races and upon other races as their footstool; partly to the greater share which the self-governing Dominions were acquiring in the shaping of Imperial policy; and partly to the influence of officials retired from Indian service.

The question was how matters could best be set right and how the stay of their young men could be made as profitable as possible not only to themselves but to their country. For one thing it should be pointed out to the public here how enormous must be the mischief resulting from many young Indians carrying back with them a sense of bitterness from having encountered humiliation and injustice.

He believed fully in the advantages of contact with the West; and that selected young men should come to Britain. But they should do so not in the present helpless manner because there were no facilities in their own land, but because they wished for further advance. It was a matter of self-respect for India to be provided with her own educational equipment. But the adequate creation of such facilities would be a work of many years, and it ought meanwhile to be clearly recognised that as England was responsible for governing India, the sons of India had every possible right to pursue their studies here.

NOVEL LIFEBOATS.

Among the many quaint types of lifeboat to the designing of which the loss of the Titanic has given a stimulus, the cylindrical model here described appears the most curious. Fortunately little is heard of these weird inventions in actual sea-practice or a vessel's boat-deck might easily become a museum of absurdities. As a matter of fact, a ship's boat has to fulfil so many conditions and meet so many requirements, both as to stowage, seaworthiness and ease of launching, that inventors are apt to overlook some of the many requirements and concentrate their inventive genius on one point alone.

This boat is being built in England entirely of steel cylindrical in shape, with conical ends. She is 25ft. long, and has a diameter, or beam, of 8ft. 9in. The cones are separated from the cylindrical body at their bases by means of a circular wall or bulkhead. The cylindrical body is strengthened by means of circular ribs on the inside, these being constructed of iron, as they are also intended for giving central support to a passenger car that is suspended within the cylindrical body. This car is a three-quarter cylinder circumferentially, and is nine inches less diameter than the outer shell, thus giving 44 inches clearance between the two bodies.

Encircling the car bands to the upper part of which are attached two hangers, having rollers pivotally mounted to them, such rollers being placed on the inner flange of the H ribs. This method allows of the outer shell to roll, while the inner or passenger car remains practically stationary. Shafts are fitted at both ends of the cylinder, one of which is for working a propeller fitted to the after end, and the other at the fore end for working a blower for air circulation fitted in the forward cone. These shafts can be easily worked by those in the car by the attaching of a crank provided. The doors or man holes are placed on the inboard upper half of the outer shell, and in a line with the upper edge or wall of the passenger car, being 3ft. by 2ft. 6in. Sixty people can easily be accommodated inside the car, besides a number on the outside of the boat. Provision is made for carrying half a ton of fresh water and half a ton of provisions.

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TO LET—No. 150 "Magazine Gap," Peak. Apply to SPANISH DOMINICAN, PRO-CURATION.

TO LET—Shop in Queen's Road, Central. Apply to INKKO & Co.

It is not many years ago that a spherical life-boat was put on the market which had been invented in Norway and which was claimed to be not only unsinkable but incapable of being capsized. As in the present case the "lifeboat" which resembled a huge buoy, contained an inside chamber which allowed of the outer shell assuming any position without affecting the inner chamber, the boat being entered by a manhole which was closed before it was launched. No means of propulsion were provided for the craft the idea being apparently that she should be well provisioned and allowed to drift until something happened. Three vessels were known to have been provided with a boat each built on this pattern but they do not appear to have been the success their inventor predicted and the shipping world has sorrowfully reverted to the more ordinary type of boat.

Canon Hannay's Serious Books.

The world hears much of Mr. George A. Birmingham these days, for his play has had a long run at the Apollo Theatre, his new book has just been issued, and a cheap reprint is now due for publication. Yet there are some works of his which it may be said with confidence, will never receive that hall-mark of popularity. The student of "Who's Who" will find that Mr. Birmingham (or, let us rather say, Canon Hannay) is also the author of "The Spirit and Origin of Christian Monasticism" and "The Wisdom of the Desert"—a duplication no less curious than that of Lewis Carroll, the author of "Alice," and Mr. C. L. Dodgson, the author of "Euclid and His Modern Rivals."

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TO LET—No. 2 Mountain View, The Peak. Apply to LINSTAD & DAVIS. Hongkong, 9th June, 1913. [345]

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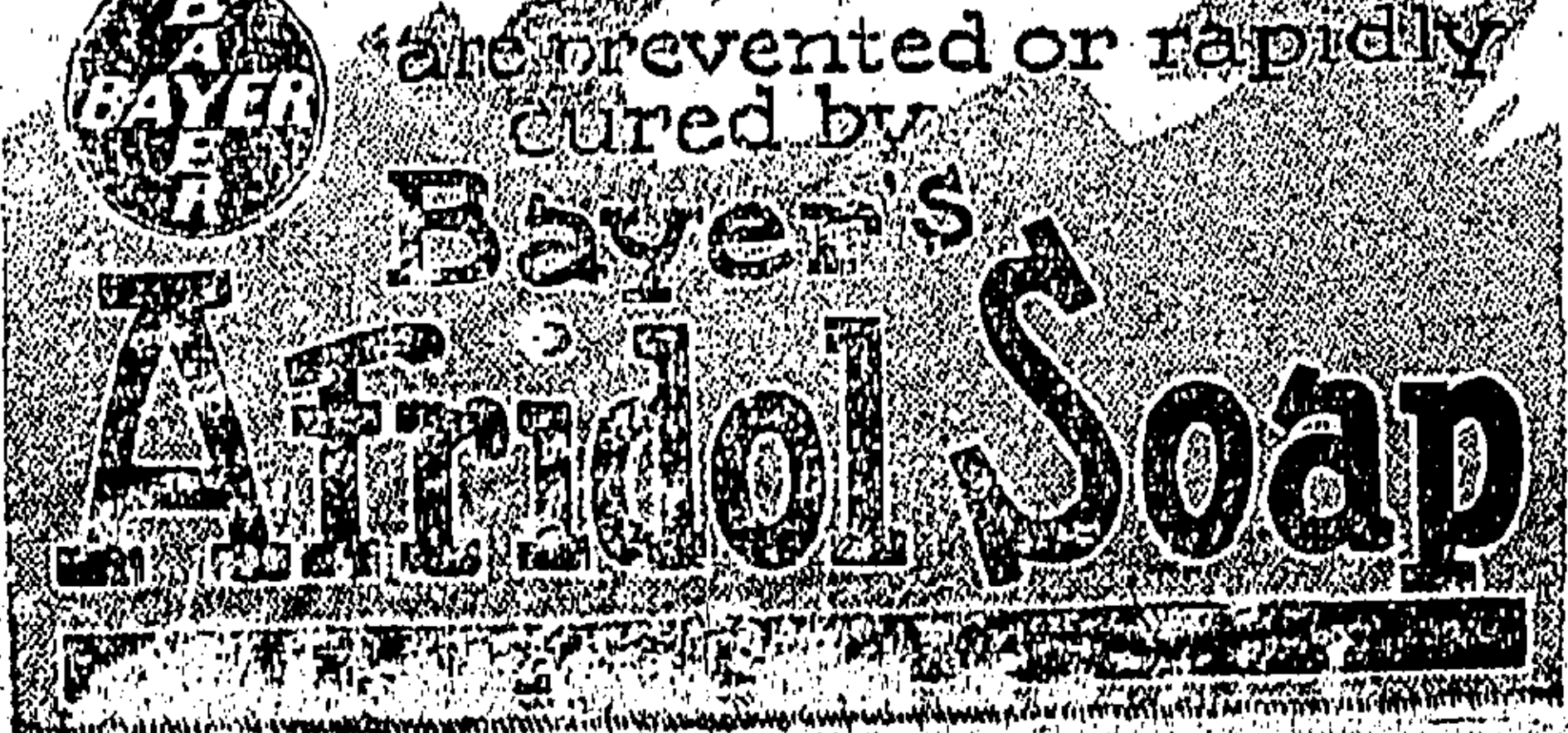


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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 3, 1913.

CHINA AND RECOGNITION.

With the election of Yuan Shih-k'ai as President of the Chinese Republic, and Li Yuan-hung as vice-President, and with the Powers now recognising the Republic, the outlook for China is brighter and more hopeful than it has been since the Manchus were swept from power. There has been heart-burning, of course, over the fact that recognition appeared to be delayed; but it has not been delayed; it has been accorded at the earliest possible opportunity. The Powers have, from the time the Republic was formed until now, wisely withheld recognition on the ground that China must first show herself deserving of it. Before they gave the fullest help to China they asked that China must help herself. There was nothing unreasonable or unfair in that attitude, which, indeed, has assisted China to find her own feet. The more cautious and reasonable leaders in China—the men, that is to say, in whose hands the destinies of the Republic now rest—have recognised that the Powers have done what was best for China in biding their time.

Only the other day we read that President Yuan had entertained the Prime Minister and certain military officers to lunch. The President on that occasion is said to have remarked that in a country of sound internal administration internecine strife is rare. Recently, however, China's government had recourse to arms and this had revealed shortcomings in her political administration. China had not been recognised by the Powers which shaped their policies according to whether or not they saw that the Chinese were capable of maintaining order; so said the President. But President Yuan has shown himself capable of maintaining order. His handling of the recent revolt discovered his strength and his capacity for the outside world which was not slow to recognize his qualities. It is perhaps not too much to say, indeed, that that revolt helped to hasten recognition. In the most effective way in the world it decided whether very young China was to do for their country what the young Turks have done for unhappy Turkey, or whether experience and caution were to hold sway in the new government. In a word, it decided whether the government was to be stable or not. Stability of government was the one condition which the Powers laid down as necessary for recognition; and with that condition fully promised, recognition is coming.

There is always hope for a nation which recognises a strong man; and the outlook for the Republic is brightened by the fact that it has recognised in Yuan Shih-k'ai the man from whom most can be expected. Despite the efforts of his calumniators, despite the fact that he has had to use harsh measures on occasion, despite the campaign of slander which was set afoot and which was more difficult to suppress than the recent armed rising, the President has emerged triumphant as China's choice. For two years he has filled a difficult, and at times a well-nigh impossible task with every credit; he has surmounted almost superhuman obstacles with a high courage; now that he has been constitutionally elected and has become the head of a government properly established, his task becomes less difficult and the outlook for China becomes more bright than it has ever been. Backed by the goodwill and the active sympathy of the Powers, China should now make progress.

Electric Rickshas.

What is described as an electric ricksha has been invented by a Chicago man. It is a three-wheeled vehicle, built to carry two persons and propelled by a small motor. The body is of basket work, supported on a framing of steel tubes. The wheels are after the pattern of those found on cycles and are 23 inches in diameter. The vehicle is steered by the front wheel, with a plain tiller, and the control is by two pedals. It seems to us that this electric ricksha is full brother to the cycle car which is steadily gaining in popularity. We doubt, however, whether ricksha coolies need lose sleep over the possible invasion of the Far East by this newcomer. It may arrive in the fulness of time, of course, but that will be neither to-day nor to-morrow. Human labour in China is cheaper than this form of mechanical propulsion can hope to be for some time to come, and however humanitarian, with consciences altogether too tender, cry out against the employment of ricksha coolies, they will continue to be employed for years to come.

The Snowball Craze.

A correspondent of the *Spectator*, with a mathematical turn of mind, has been devoting his talents to consideration of the snowball system. The idea of the first religious mania to start that craze was to send a prayer round the world. The procedure is to send a written prayer to seven persons with the request that they will, each of them, send it to seven more, and so on. The gentleman who writes to the *Spectator* calculates that, if the chain were unbroken, by the tenth step every person in the world would have received one copy of the prayer, and two-thirds would have received two. By the twelfth step the postage at one penny would pay off the National Debt, and a bit over. Luckily, the chain is generally broken about the second step. If it were not, by the nineteenth step one-half of the population of the world would be finding its way into an asylum.

A SUBSTITUTE FOR RADIUM

The report that there may shortly be upon the market a substitute for radium that, while possessing its curative qualities, can be obtained at a lower rate opens up a wide field of suggestion. The cures effected by the use of radium have been numerous and assured, and the relief its action has procured to hundreds of sufferers is one of the most remarkable phenomena of medical science to-day. Mesothorium, the substance in question, can be obtained by a secret process from monazite sand, found in large quantities in South America, each ton of sand yielding a grain of the element. If rumour prove correct, and the substitute is found to be as valuable as it is thought, the importance of the discovery cannot be exaggerated.

BATHS V. COCKTAILS.

French Admiralty Doing.

The doings of the French Admiralty have been causing a little welcome amusement at this dull season of the year. The grave question as to what constitutes fair "travelling expenses" of public servants has been in dispute. When M. Pelletan was in office he would not admit that a bath was a reasonable item in a public servant's notes of travelling expenses, and he resolutely cut it out. If officers travelling on State business required baths, they must pay for them themselves. On the other hand, M. Pelletan permitted little luxuries such as coffee, cocktails and liqueurs.

But now that M. Baudin holds the reins of office things have changed. The vexed question has come before him, and he has decided that the bath is more necessary than the cocktail. Henceforward, public servants on State business may take a bath at the public expense, but let them beware of indulging in little "by the way" luxuries. M. Baudin will have none of them!

DAY BY DAY.

A HOMEY WOMAN ALWAYS FEELS MUCH BETTER AFTER MEETING A WOMAN WHO IS HOMELIER THAN SHE IS.

The Mails.

Canadian, American and Siberian Mails.—Left per s.s. Empress of Asia at 1 p.m. to-day.

American and Siberian Mails.—Arrived to-day by the s.s. Chiyo Maru.

English Mail.—Due per s.s. Delta to-morrow.

Sir J. H. Simpson.

Among the passengers by the P. and A. s.s. Eastern was Sir J. H. Simpson of Calcutta. He is staying at the Hongkong Hotel.

Bangle Reported Stolen. A Chinese married woman of 32, Pottinger Street, has reported to the police that some person has stolen a gold bangle valued \$40. She suspects some of her own people.

Silk Delivered.

The T. K. K. Yokohama Office is in receipt of advice, by wireless to the effect that the silk shipped per s.s. "Tenyo Maru" was delivered in New York on the 4th instant.

Dumping Rubbish.

Dumping rubbish in the street is a practice which continues apparently, and at the Police Court, this morning, Mr. Hazeland fined a man \$7 for such an offence committed at West Point.

Opium Possession.

A fine of \$26, or in default two months' imprisonment was imposed on a man charged before Mr. Hazeland at the Police Court, this morning, with being in unlawful possession of opium.

Valuable Ornament Stolen.

A Chinese salesman of 182, Des Voeux Road Central reports that between 4 and 9 p.m. on the 7th instant, some person stole from his cubicle a gold hair ornament set with pearls, valued \$300.

Mess Boy Absconds.

Lieutenant de Fondlanque, secretary of the Mess Committee, Royal Engineer's Officers Mess, the Peak, reports to the police that he gave the No. 1 boy \$70 to pay mess bills and he has absconded.

Stolen Jewellery.

A shop keeper of 161, Hollywood Road, has reported to the police that between 6 and 10 a.m. yesterday some person entered his house by the open door and stole jewellery valued \$40, and \$400 in money.

"Biscuits."

A Chinese found in unlawful possession of five pistol cases (stocks for automatics), was fined \$250, by Mr. Wood, at the Police Court, this morning. The cases were found concealed in a bag of biscuits, and they were being taken to the country.

Empress of Asia's Passengers.

Among the passengers by the s.s. Empress of Asia were Mr. Governor, Mr. and Miss Count of Guam, Mr. L. P. Thomas, of the Standard Oil Co., who proceeds to America and thence to Turkey, Mr. R. I. Pearson of the Shanghai Interport Polo Team, and many others.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon, and it partook of the formal nature which has been characteristic of these meetings of late. There were present Messrs D. W. Tratman, presiding, the Hon. Mr. E. A. Hewitt, C. M. G., Ng Hon-tsz, Col. Irwin, Chan Kaiming, Dr. Francis Clark, M. O. H., Dr. Fitzwilliams and Mr. W. Bowen Rowlands, secretary.

PATTY THEFTS.

Two Chinese who were found in unlawful possession of sugar at West Point, were each fined \$10, by Mr. Hazeland, at the Police Court, this morning. Another Chinese was fined \$7 for a similar offence. A fine of \$10 was imposed on a Chinese found in unlawful possession of quantity of rice.

INDIAN FINANCE.

Mr. M. de P. Webb's "Advance India!"

In view of our recent articles on Hongkong currency, the following review of M. de P. Webb's new book "Advance India!" by the *Athenaeum* is of interest:—

Mr. M. de P. Webb has the rare power of being able to deal with matters of high finance in a way that makes them intelligible to people who are not financiers. He cannot write as Walter Bagehot wrote in "Lombard Street"; but it is a long time since we have read any clearer financial writing than that which he has now given us. It is to be hoped that his violent attacks on certain Cabinet Ministers—attacks unnecessary in such a book as this, will not create prejudice against his arguments.

The object of Mr Webb's essay is to explain why India should at once be given the best possible metallic currency and the monetary system that British experience can suggest. The arguments set forth are, as Mr Webb himself feels, unorthodox, but they are, none the less, deserving of the most careful attention from our highest authorities.

Some of Mr Webb's interesting remarks are founded on the rise of prices in England to which the recent publication of a Board of Trade paper has turned attention. Mr Webb, adopting the figures of the *Economist*, puts the rise of prices in England at 25 per cent. during the last ten years; and, according to him, the rise in India has been even greater. These advances, it is suggested, are due to a shrinkage in the value of silver and gold money; and Mr Webb tries to prove that the lack of a gold standard in India makes this trouble far worse for Indians than for us. As against Mr Webb, on this side issue, one might point out that in nearly every other European country the rise in prices has been greater than here, and in some cases (notably in Austria, where it has reached 35 per cent.), it has been greater than in India. Yet Austria enjoys the benefits of a monetary system which rests on a gold basis.

At this currency question Mr. Webb has been hammering for a long time. The Fowler Committee of 1898 recommended that the Indian mints should be thrown open to the unrestricted coinage of gold on terms such as those which govern Australian mints. That recommendation has never been acted on. Lord Hardinge, as Viceroy, and Sir Guy Fleetwood Wilson and other Members of Council have recently pleaded strongly for the establishment of an open mint in India at which sovereigns could be freely coined, and the India Office in London made a counter proposal for the issue of a ten-rupee gold coin from the Indian mint; but nothing has been done. Mr Webb's case is so good, and so ably put, that the matter cannot be allowed to drop.

The author has sometimes erred on the side of moderation. He could, for instance, when dealing with the subject of Home Charges (that is money paid in England for India), have strengthened his case by bringing in the heavy charges for soldiers in England which we make India pay, because we argue that the men are being trained especially for her.

HARBOUR SWIM.

Entries for the Annual Event.

Below are given the entries for the annual Harbour Swim which takes place to-morrow, for the trophy presented by the "China Mail Ltd." In all there are twelve entries, including two sepoys of the 25th Punjab. Cooke is not as well as he might be, but if able, he will turn out. The entries are:—Messrs Finch, Cooke, R. A. Carvalho, E. L. Braga, A. A. Claxton, P. V. Bradley, L. C. R. Souza, Sapper Wright, R. E. Corporal Johnson, A. O. O., R. Lee, and Seroya Mangal Singh, and Hamahai, 25th Punjab.

'NOT HALF FINISHED'

Was There a time Limit or not?

This morning in the Summary Court before the Puisne Judge, Mr Justice Kemp, Fung Cheung, trading as Fung Chung Kee, contractor, 3, Shing Wong Street, sued Ma Wai-man, 90, Queen's Road Central, merchant, for the sum of \$646.34 for work done and material supplied.

Mr Otto Kong-Sing appeared for the plaintiff and Mr Crew (Messrs Hastings and Hastings) for defendant.

Mr. Kong Sing, in opening, said the defendant was well known to the plaintiff, and on or about the third moon of this year the defendant asked the plaintiff if he would do some work for him at a shop at Macao, which he intended to rent. The nature of the work was fitting up the shop with show cases and general shop fittings. Nothing took place then for some time until about the fifth moon. On the first day of the fifth moon a foki or a partner of the defendant's called upon the plaintiff at his shop in Hongkong and informed him that he had rented a place in Macao, and asked him if he would go over and take instructions as to the work that was required to be done there in the shop.

Sent His Brother.

The plaintiff sent his brother—who was a foreman of the plaintiff's—over to Macao with the foki, and while he was over there he took particulars, which were noted down in a note book, of the price of glass cases and fittings generally. These were brought back to Hongkong and the defendant himself was notified, and on the fifth day of the sixth moon the defendant instructed the plaintiff to go on with the work. A good deal of the work was done at Hongkong and sent over to Macao, and the work was continued up to the 18th of the sixth moon, when defendant's man again called on the plaintiff and enquired when he would be able to finish the work altogether. The plaintiff said "Oh, in a few days," and it was agreed between them then that the work should be completed on the 23rd day of the sixth moon.

No Time Nor Price.

His Lordship would notice that there no specified time stated on the occasion the contract was entered into as to when this work should be completed, and, as a matter of fact, no mention was made as to price, the defendant merely asking the plaintiff to furnish him with a fair bill, and trusted him not to overcharge him. The plaintiff, knowing perfectly well that he could complete the work in a few days, signed some undertaking to finish the work on the 23rd. As a matter of fact the work was finished on the 23rd—that was the plaintiff's case—even to the painting of the show cases. Plaintiff's workmen came out on the 23rd, returning to Hongkong on the 24th. On the 24th plaintiff informed the defendant of the completion of the work. Nothing was then said by defendant as to any non-completion or otherwise. He asked him for payment of some money, but defendant did not pay him any money at that time. On the 19th day, after his agreement had been entered into, defendant paid him the sum of \$40 at his shop, on account. After some little lapse of time, during which plaintiff has been pressing for payment, he received a solicitor's letter to the effect that the work had not been half finished and that defendant did not propose to pay him anything at all.

Mr. Crew: Oh, no, Mr. Kong Sing, that is not correct.

Mr. Kong Sing: I think you will find it in your correspondence. Mr. Crew: Read the first letter to his Lordship.

Mr. Kong Sing read the letter which stated: "Our client (defendant) informs us that, in your contract, the premises should have been completed some days ago, but that in fact, the house is at present not half finished. We are therefore instructed to give you notice that unless the premises are completed and fit for occupation within one week, the work will be placed in other hands."

After the receipt of that letter plaintiff instructed Mr. Weaser, the architect, to go across to Macao and view the premises so that he might form some estimate as to what had been done and the value of the work done. Mr. Weaser went over and was absolutely denied any admission to the place—they refused to allow him to see anything at all. Upon that, the present action was brought.

Mr. Crew:—My friend should say, in justice, that no application had been made to me. My client knew nothing about it, until Mr. Weaser arrived.

Mr. Kong Sing:—The whole matter was then pending and I think the defendant was bona fide in the view he had taken of the matter, then he would certainly have allowed Mr. Weaser to have seen what had been done or what had not been done.

Mr. Kong Sing added that that was the plaintiff's case. The legal aspect was that there was no time limit at the time the agreement was entered into, and during the time that the contract was in course of completion they did enter into an agreement. The defendant had answered the writ, but had not filed any counter claim. He (Mr. Kong Sing) had simply received some particulars of a counter claim.

Mr. Crew asked to be allowed to put in the counter claim, on payment of the necessary fee. The counter claim was for \$179 in all.

His Lordship consented to allow the counter claim to be filed.

FORGED NOTES.

Young Woman Committed for Trial.

Before Mr. Wood at the Police Court, this morning, a woman named Chan So, aged 19 was charged by Inspector Watt, with being in possession of, and uttering, 119 forged five-dollar Kwang-tung bank notes.

It was stated that the woman attempted to sell five of the notes to another woman for \$5.

Defendant said a man living in the same house gave them to her to dispose of.

Defendant was committed for trial.

THE COUNTRY BOY'S CREED.

I believe that the country which God made is more beautiful than the city which man made; that life out of doors and in touch with the earth is the natural life of man. I believe that work is work wherever I find it; but that work with Nature is more inspiring than work with the most intricate machinery. I believe that the dignity of labour depends not on what you do, but on how you do it; that opportunity comes to a boy on the farm as often as to the boy in the city; that life is larger and freer and happier on the farm than in the town; that my success depends not upon my place, but upon myself—not upon my dreams, but upon what I actually do; not upon luck, but upon pluck. I believe in working when you play, and in giving and demanding a square deal in every act of life.—Wallace's "Farmer."

8,000 LEGS WANTED

This extraordinary advertisement appears among the classified advertisements in one of the German papers:

"Three thousand artificial legs are wanted by the Government of a nation at present in war. Estimates considered only from concerns who are able to deliver this quantity. Address Dr. Richard Mauch, Cologne, Germany."

There can be no doubt that these artificial legs are wanted by one of the Balkan States. The cold, businesslike language of the advertisement is as effective as any picture of Versailles in bringing home a realisation of the horrors of war.—*Montreal Telegraph*

BOXING.

The Scott-Powell Fight Suggestion.

A boxing tournament has been arranged to take place at the City Hall, on the 18th inst., under the management of Mr. Hall. At this tournament we are promised an opportunity of seeing Corporal Scott and Seaman Powell meet for a side stake of \$200, the winner to take the "bundle." If it is true that Powell desires a "knock out" to decide the issue, this is rather dictatorial, since the superior man, at least according to the result of the last fight, is Scott. Further, those who witnessed the last fight and saw how very little Powell did to secure the verdict, will at once see what a hardship such a condition would impose on the constantly leading and plucky corporal. If Powell played the same game as he did before, crouching and cowering without trying to lead, it would be decidedly unfair if Scott should suffer a verdict of a draw because his punches did not happen to get through to the spot. It would also naturally follow that Powell could play the sleeping game practically the whole of the way through, and when he had expended the energy of his opponent, who had been doing his best to put up a straight fight, chance one that might secure for him a verdict which would truly be on a fluke. Even if his strategy—if it could be so called—was not rewarded, he would still have the satisfaction of knowing that his money was safe, since a draw would essentially follow. We have never held a brief for "bulldozing" and we do not propose to do so now. We have always held out for the good old Home boxing where superior knowledge of the art gains its reward. We are rather inclined to think, too, that if Scott does accept the condition laid down by Powell, the latter might find the arrangement very much to his disadvantage. However, it is to be hoped for the sake of boxing in this Colony, that Scott will not heed the suggestion, and that he will leave it entirely to the referee to decide that the better of the two men is entitled to the verdict.

Miles and Kerrison are to slip themselves over fifteen rounds for the Walter-weight championship of the Orient, and there should be considerable interest in the fight.

Those who have witnessed boxing in the Colony during the past two years are surely pleased at having the opportunity of seeing two local amateurs in the ring, and if Gifford is anything like the class of Maher, their contest should be one of the best of the evening. Maher is speedy, can punch, and can withstand punishment. This he proved when in his early days in the ring, he stood up to the terrible Seaman Hayes, at the V.R.O. True Hayes punched him literally to a standstill, but who could then stand up to the seaman in this Colony with better result? Most of the top sawyers at the time made it their business to dodge the seaman, but Maher stood up to him. So well did he fight, that, though the loser, one local gentleman gave him a cup for his pluck. Maher in recent try-outs at the V.R.O. played havoc with a man with a "fearful reputation" from somewhere abroad, and at the call of time after three rounds, the formidable one, though a stone and a half heavier, looked very much the worse for wear. Gifford has something to do to win, but if he does, honestly and fairly he will deserve, and surely will receive, the congratulations of every sportsman in the Colony.

A rather novel bout, though there is no reason why it should be any the less determined, is one between W.T. Sung and Leung Ping-kee, two Chinese lads of the feather-weight division, who are out to try conclusions. We hope to see boxing among the Chinese encouraged, and that many Chinese will turn up to witness the event.

A man named Terry Lynch of Manila is billed to go six rounds with Bombardier McArdle. There is therefore every appearance of good sport on the 18th, and sportsmen are looking forward to the date.

SPECIAL CABLES.

THE ELECTION IN PEKING.

LI-YUAN HENG ELECTED VICE-PRESIDENT.

President Yuan's Inaugural Speech and Promise.

(From Our Own Correspondent.)

Shanghai, Received Oct. 8.

Li Yuan-heng was elected Vice-President by a large number of votes.

Recognition of the Republic has been generally accorded.

A Solemn Promise.

The text of President Yuan's inaugural speech, sent to the Legations in advance, contains a solemn promise to abide by existing treaties and obligations.

The election created no excitement in Shanghai.

LOCAL SPORT.

Hongkong Cricket Club.

A match will take place on the Club Ground on Monday, October 13, between the following sides. Play will commence at 10.30 a.m. and tiffin may be obtained in the Pavilion.

R. Hancock, (Capt.), R. N. Anderson, A. O. Brown, Major Currie, J. G. A. A. L. Gace, H. Hancock, T. H. King, M. M. Mans, T. E. Pearce, A. O. D. Capt. Roberts, R. P. Thursfield.

A. C. E. Elborough, (Capt.), C. H. Buckingham, Major Bowen, A. P. D. A. A. Claxton, S. H. Dodwell, D. E. Donnelly, R. N. Capt. Matthews, R. G. A. Engr. Comr. Smith, R. N. Lieut. Wace, R. N. Lieut. Wiltshire, R. G. A. A. N. O. Her.

United Services Football League.

This evening at the military ground Happy Valley, the D. G. L. Band met the R. E. Reserves in the second division of the United Services Football League.

FUGITIVE KOREAN "KING"

The *Auto Shipper*, a Japanese daily published in Antung, has a picturesque story of an uncrowned King, a fugitive from Korea to China, who is said to hold sway over 180,000 Koreans who have followed him. Yi Siyung fled from Korea before the annexation, when the Japanese ascendancy was growing more and more menacing. He took with him, according to rumour, a fortune of \$40,000. Part of this he invested in the purchase of arable land from the Chinese Shanho, and the remainder he devoted to various enterprises which yielded him increasing profit. In time he doubled his fortune. He began to invite Koreans to join him and to hold lands from him and cultivate them. Between January of last year and March of this alone it is said 10,000 Koreans settled on his lands. Servants of Yi meet not only to be provided with lands, but educated as well by their protector, who has established a number of schools in the region. Yi lives in state. He has a castle surrounded by the houses of Koreans under his command; ten Chinese constables serve him as a bodyguard, and post-horses and watchmen are stationed all round a circle six miles in diameter, of which the castle is the centre. —Daily Telegraph.

Criminal Foresight!

Fact, as Oscar Wilde pointed out with less than his usual originality, is continually reproducing fiction; sometimes even farce. We have all heard of the criminal who, having the choice of the tree on which he was to be hanged, elected for a gooseberry bush, and expressed himself ready to "wait till it grew." And now an ex-railway official has hanged himself at Paris on an acacia, "which he planted many years ago with the intention, it is said, of committing suicide therefrom."

THE MIKADO.

A Permanent Invalid.

The new Emperor of Japan is said to be a permanent invalid.

Yoshihito seems to have recovered from the attack of pneumonia which held him prisoner in the Aoyama Palace, says *Current Literature*. A procession of priests went on a pilgrimage to the sacred mountain of Fujiyama to implore the intercession of the first imperial ancestor in the potentate's behalf, as a result of which, according to the *Nichi Nichi*, his Majesty is on the way to recovery. This news is contradicted by the European despatches. They proclaim Yoshihito a permanent invalid, owing to the natural weakness of his constitution. The reign may terminate abruptly at any moment, we read in the *Independence* of Brussels. The sickly aspect of the Emperor when he appears in public gives the impression that he can never display the energy essential to his alleged plan of personal rule. As a factor in his country's diplomacy he is said to be eliminated.

Noisy Motor Cycles.

In consequence of many complaints received from residents of Purley regarding the great noise of motor-cycles, the police summoned four riders at Croydon for not having a "silencer" attached to their machines. Those were the first cases of the kind at that Court. In one instance the defendant pointed out that he had a 1 1/2 in. tube attached, extending 3 ft. 9 in., which, he claimed, was almost, if not quite, as effective as a "silencer." Each defendant was fined 5s. and 10s. 6d. costs.

WATER RETURN.

Level and Storage of water in Reservoirs on Oct. 1, 1913.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1912.	1913.
Tytan	102.2	102.2
Tytan Intermediate	102.2	102.2
Tytan Intermediate	102.2	102.2
Pokfulam	102.2	102.2
Wong-chung	102.2	102.2

Consumption of water in the City and Hill District in millions of gallons during the month of September 1913.

Consumption ... 131.43 ... 131.43 m. gal.

Estimated population ... 251,419 ... 251,419

Constant supply in all districts up till 3rd September 1913.

Intermittent supply by Rider Mains in Rider Main districts from 4th September 1913.

Constant supply in all districts during the month of September 1913.

KOWLOON WATER WORKS LEVEL.

Kowloon ... 102.2 ... 102.2

Kowloon Intermediate ... 102.2 ... 102.2

Kowloon Intermediate ... 102.2 ... 102.2

Pokfulam ... 102.2 ... 102.2

Wong-chung ... 102.2 ... 102.2

Consumption of water in Kowloon in millions of gallons during the month of September 1913.

Consumption ... 131.43 ... 131.43 m. gallons

Estimated population ... 251,419 ... 251,419

Constant supply in all districts up till 3rd September 1913.

Intermittent supply by Rider Mains in Rider Main districts from 4th September 1913.

Constant supply in all districts during the month of September 1913.

GOVERNMENT ANALYST'S REPORT.

The Government Analyst's report shows that the water is of excellent quality.

W. CHATHAM, Water Authority.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:— Good, Clean & Wholesome Milk.

To-day's Advertisements

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on Monday the 13th instant. Hongkong, 8th Oct., 1913.

FOR YOKOHAMA, KOBE & MOJI.

THE Steamship

"THONGWA," Capt. Robins, will be despatched for the above ports, on Sunday, the 12th inst., at 4 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tours to Japan (occupying 20 days.) The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$123.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 8th Oct., 1913.

NOTICE.

THE Office of Chinese Maritime Customs for Kowloon and District will be closed to public business on the 10th instant, being the National Festival of the Republic of China.

E. GORDON LOWDER, Commissioner of Chinese Customs. York Buildings. Hongkong, 7th Oct., 1913.

NOTICE TO CONSIGNEES

FROM SINGAPORE, PENANG AND CALOUTTA.

THE Steamship

"THONGWA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 9th inst., will be landed at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD. Agents. Hongkong, 8th October, 1913.

AMERICAN TRAINER FOR GERMANY.

New York, Sept. 5.

Last night the German athletic authorities, who have been touring in this country and studying the American methods, signed a five years' contract with Alvin O. Kraenzlein, one of the best all-round American athletes in the late nineties, to prepare the athletes for the Olympic Games. Kraenzlein, it is understood, will receive about \$50,000 (£10,000) for his five years' service, and will have complete charge of the team. He will make his headquarters in Berlin, with four American assistants. Times.

To-day's Advertisements

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at Happy Valley on Saturday, the 11th October, 1913, commencing at 3.15 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secy. & Treasurer. Hongkong, 8th Oct., 1913.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"AKI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 14th October, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 7th October, 1913.

TOYO KISEN KAISHA.

From SAN FRANCISCO, via

HONOLULU, JAPAN PORTS,

AND SHANGHAI.

THE Steamship

"OHIO MARU."

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY the 10th inst., at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 17th inst., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be held on 18th inst., at 10 a.m.

All Claims must be filed on or before 24th inst., otherwise they will not be recognised.

S. MUKIMOTO, Agent.

Hongkong, 8th Oct., 1913.

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."



SOFT FRONTED SHIRTS - - -

TASTEFUL \$3.00 EACH. DESIGNS

MACKINTOSH & Co., LTD. 16, DES VOEUX ROAD.

WILLIAM POWELL, LTD. TELEPHONE 346

NEW FOOTWEAR FOR LADIES

SMART ATTRACTIVE STYLES. SPECIAL PRICES. EVERY POSSIBLE FITTING.

The Pick of Elegant Models.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

THE ANDERSON MUSIC CO.

(CARRYING ON THE BUSINESS OF MESSRS. LANE CRAWFORD & CO.'S LATE PIANO AND MUSIC DEPARTMENT)

Beg to Announce that they will

OPEN IN A FEW DAYS

with an entirely new and up-to-date stock.

AT

6, DES VOEUX ROAD, CENTRAL,

(Near King Edward Hotel Main Entrance).

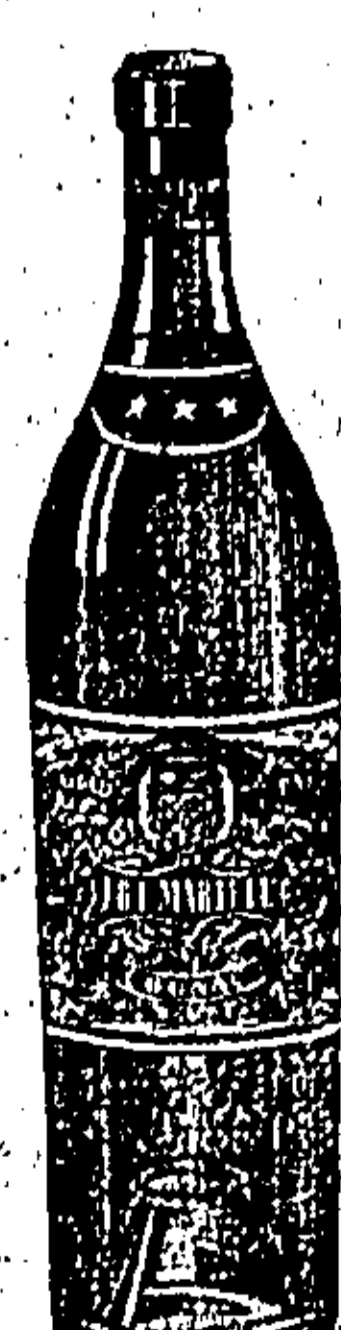
(TELEPHONE No. 1322.)

MARTELL'S BRANDIES.

The Firm of MARTELL & Co.



was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grape Brandies from the Cognac District. The Medical Profession recommend these Brandies as invaluable in cases of illness.



SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 8th Oct.	Empress of Britain 30th Oct.
Empress of Japan 2nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 45 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port 243, via Boston or New York 245. Meals and sleeping car 45 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Fodder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Apcar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBÉ and MOJÍ on 9th inst.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched to YOKOHAMA, KOBÉ and MOJÍ on 11th inst.

WESTWARD.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 15th inst.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched as above on 15th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 7th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Wednesday, 8th October. 5.00 p.m. "Kinshan,"

Thursday, 9th October. 8.00 a.m. "Heungshan,"

8.00 a.m. "Honam," 8.00 a.m. "Fatshan,"

10.00 p.m. "Kinshan," 5.00 p.m. "Fatshan,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651. S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th October.

The Company's Steamship,

"Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. Hoi-Sang 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Hirano Maru Capt. Fraser T. 16,000 Katori Maru Capt. Murai T. 20,000	WEDNES., 8th Oct. at d'light. WEDNES., 22nd Oct. at daylight.

VICTORIA, B.C. and SEATTLE, Shanghai, via Moji, Kobe, Yokohama, and Yokohama	Sanuki Maru Capt. Noma T. 12,500	TUESDAY, 21st Oct. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Tominga T. 13,500 Nikko Maru Capt. Takeda T. 9,600	WEDNESDAY, 22nd Oct. at noon. WEDNESDAY, 19th Nov. at noon.
CALCUTTA, via Singapore, Penang, and Rangoon	Tosa Maru Capt. Sato T. 12,000	SATURDAY, 18th Oct.
ROMEAY via Singapore and Colombo	Rangoon Maru Capt. Kamoshita T. 10,000	WEDNESDAY, 8th Oct.
KOBÉ & Yokohama	Aki Maru Capt. B. Kon T. 12,500	THURS., 9th Oct. at 11 a.m.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Tak da T. 9,600	WEDNES., 22nd Oct. at 11 a.m.
SHANGHAI, Moji & Kobe	Jinsen Maru Capt. Richards T. 5,000	SATURDAY, 11th Oct.
SHANGHAI, Moji, Kobe & Yokohama	Kirin Maru Capt. Deguchi T. 5,000	MONDAY, 13th October.

Equipped with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru	16000 tons	sails Wednesday	28th January.
Kitano	16000	"	11th February
Iyo	12500	"	25th "
Hirano	16000	"	11th March.
Katori	20000	"	25th "
Kamo	16000	"	8th April.
Kashima	20000	"	22nd "

FOR AMERICA.

Shidzuoka Maru	12500 tons	sails Tuesday	27th January.
Tamba	12500	"	10th February
Aki	12500	"	24th "
Sado	12500	"	10th March.
Yokohama	12500	"	24th "
Awa	12500	"	7th April.
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KUSUYOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow 9th Oct. at 4 p.m.
SHANGHAI	Yingchow 11th Oct. at night
WEIHAIWEI & TIENSIN Kueichow	12th Oct. at d'light
MANILA, CEBU & YILO	Chinhua 14th Oct. at 4 p.m.
SHANGHAI	Anhui 16th Oct. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linao" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares;—Single \$40. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 8th Oct., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

The s.s. "KIEV," 5566 RT. Captain Stetsky, having left Nagasaki on the 29th instant noon, is expected to arrive at Hongkong on the 4th day of October, morning.

For Freight, Passage and further particulars please apply to

CAPT. C. A. LUKHMANOFF,

Agent.

Hotel Mansions, 3rd Floor,

Room No. 18A & 14

Telephone No. 1244.

Hongkong, 30th Sept., 1913.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	TUESDAY, 14th Oct., 4 p.m.
Zafiro	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	

Electric light Fans in every cabin; competent stewardses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25 Sept. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Reported on or about	For	Will leave on or about
Tijpanas	JAVA	1st half Oct.	SHAI	2nd half Oct.
Tijbodas	SHAI	2nd half Oct.	JAVA	2nd half Oct.
Tijaroem	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tijmanok	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tijkini	JAVA	1st half Nov.	SHAI	1st half Nov.
Tijlap	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tijmah	JAVA	2nd half Nov.	JAVA	2nd half Nov.
Tijlwong	JAVA	2nd half Nov.	SHAI	2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Ton	Captain	Date of Sailing
S.S. Chiyo Maru	22,000	W.W. Greene	Oct. 17, at noon
S.S. Nippon Maru	11,000	A. G. Stevens	Nov. 5, "
S.S. Tenyo Maru	22,000	E. Bent	Nov. 11, "
S.S. Hongkong Maru	11,000	S. Togo	Nov. 23, "

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon.

For Further Particulars as to Passage Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
7,000 tons, twin screws.	15,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.

Also NILE, 10,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama, and Honolulu (via Pacific of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Blige Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

CHINA COAST.—London by this route, with its unrivalled opportunities, is £71.10 return ticket £150. To San Francisco via Japan and Honolulu the cost is £45. By the INLAND SEA SERVICE, First Class accommodations are provided for £15 to London, return ticket £200 and to San Francisco £350. Also SPECIAL RATES to army and navy officers, Diplomats, Consular or Civil.

Steamer: Manchuria 27,000 Tons, Sailing Oct., 21 at 1 p.m.

Passenger holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, at a 5% charge.

Hongkong—Manila Service.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
Oct. 14 "CHINA"	Oct. 16	Oct. 16	Oct. 18
Oct. 21 "NILE"	Oct. 23	Oct. 23	Oct. 25
Nov. 25 "PERSIA"	Nov. 27	Nov. 27	Nov. 29

King's Building (opp. Blake Pier). R. C. MORTON, Telephone No. 141

Hongkong, 30th January, 1914.

Panama-Pacific International Exposition—San Francisco—1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRIDAY, 10th Oct., at 11 a.m.
Hailan	J. S. Roach	TUES, 14th Oct., at 11 a.m.
Haiching	W. O. Passmore	FRIDAY, 17th Oct., at 11 a.m.

FOR SWATOW.

Haimun	J. W. Evans	SUN, 12th Oct., at 10 a.m.
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Steamers will arrive at depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPraik & Co.

General Managers.

LOG BOOK.

A Hazardous Voyage.

The little steamer George W. Yates, two tons, from Greenock, after bunkering at Queenstown, left last month for Sydney, Cape Breton, for the service of the Dominion Government. She has a crew of nine hands, commanded by Captain McBeth, who has made many successful trips across the Atlantic in small craft. She was only able to carry enough coal to last her the time of an ordinary voyage.

"Murdered Seamen."

"How many British seamen, firemen, and stewards have Mr Lloyd George, Mr Sydney Buxton, the Liberal party, and the Board of Trade deliberately drowned?" asks Mr H. M. Hyndman in a preface to a fourth edition of his speech on the raising of the Plimsoll load-line for ships by Mr Lloyd George.

"Even the Parliamentary Labour party, as a party, takes no heed of it," he states. "Its secret arrangements with the Liberal capitalist Government might be jeopardised if the crimes being committed by its friends and allies were fully exposed!"

"Mr Sydney Buxton, the President of the Board of Trade, said, in the discussion referred to, that those who accused Mr Lloyd George and himself of having raised the Plimsoll load-line of old vessels for the benefit of ship-owners were 'not worth answering.' In whose interest was the Plimsoll load-line raised, then? In whose interest does Mr Sydney Buxton keep it raised?"

"Why are masters of vessels, seamen, firemen, and stewards carefully excluded from the Ship-owners' Committee which Mr Sydney Buxton himself has appointed. These questions also are, doubtless, 'not worth answering.' I leave the public to judge, as to that."

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
HANGHAI	Loongsang	Satur., 11th Oct. at noon
ANILA	Loongsang	Satur., 11th Oct. at 2 p.m.
HANGHAI	Walsang	Satur., 11th Oct. at 2 p.m.
HANGHAI	Fausang	Satur., 11th Oct. at 4 p.m.
HAMA, Koba & Moji	Lovat	Tues., 14th Oct. at 2 p.m.
ANILA	Yuenang	Satur., 18th Oct. at 2 p.m.
HAI Koba & Moji	Kulsang	Wed., 22nd Oct. at d'light

Return Tours To Japan (Occupying 24 days)
The steamers "Kulsang," "Namsang," and "Fooksang" leave out every 3 weeks for Shanghai and Japan returning via Kobe (land sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang," "Kumsang," "Lovat," "Walsang," and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
The steamers "Choysang," "Kwongsang," and "Hangsang" call at Swatow on their way down from Shanghai.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dulay, Weihaiwei, Tsingtau.
* Taking cargo on Through Bills of Lading to Kudat Lahad, Simporna, Tawau, Uakau, Jesselton and Labuan.
Freight or Passage.
Apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215. General Managers.

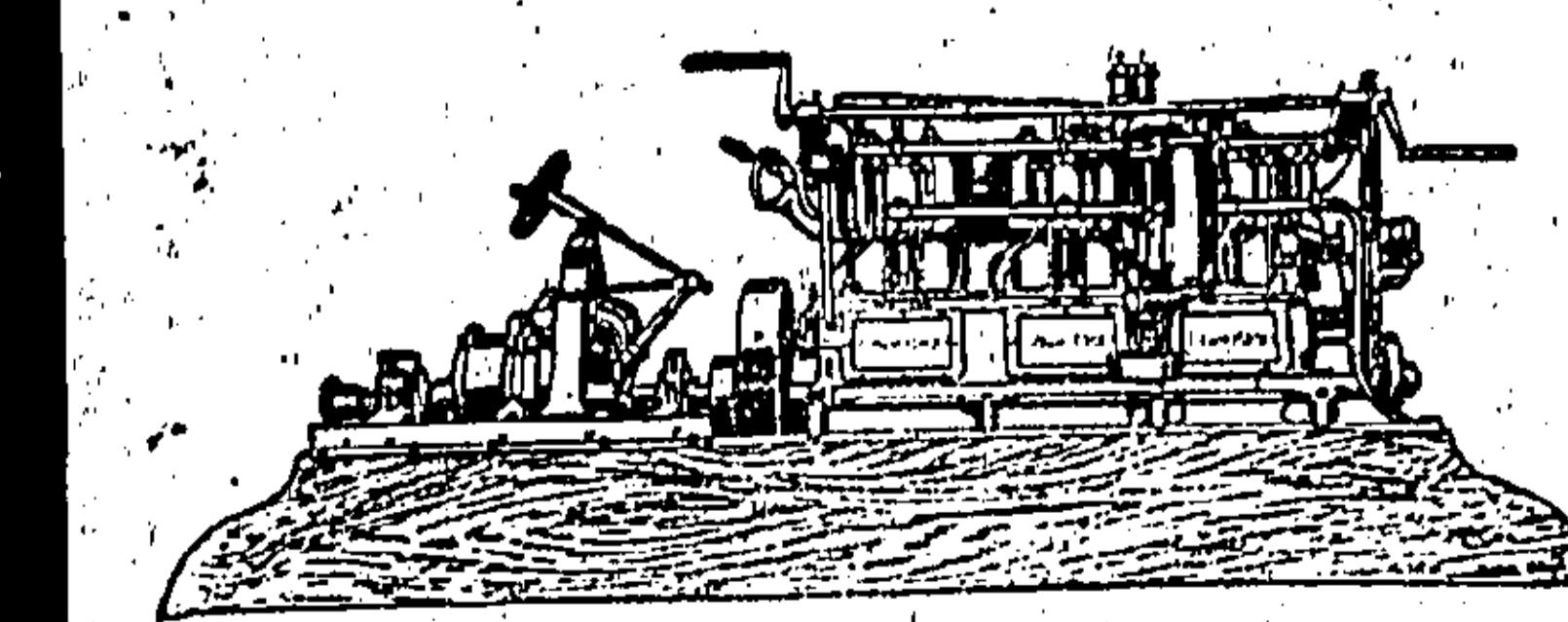
THE ROYAL MAIL STEAM PACKET CO.
PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.
"Shire" Line Service.—Homeward.
For

NDON & ANTWERP Vestalia 20th October.
NDON & ANTWERP Den of Ruthven 10th Nov.
NDON & ANTWERP Denbighshire 20th Nov.
Trans-Pacific "Shire" & "Glen" Joint Service.
ORIA VVER STLE Den of Airle 14th November.
ACOMA & PLAND 12th December.
ORIA VVER STLE Monmouthshire 12th December.
Can go accepted on through Bills of Lading to all ports in Europe North and South America.
For Freight or Passage, apply to
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BRITISH INDIA S. N. CO., LTD.
NEW SERVICE OF STEAMERS BETWEEN
s. Yokohama, Kobe, Hongkong and Rangoon.
EASTWARD.
The S.S. "Fullala" 4154 tons gross, Capt. Chidly, will
depart for YOKOHAMA, KOBE & MOJI on the 27th
October at 4 p.m. taking cargo and passengers at current rates.
For Freight and Passage, apply to
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Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
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GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
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HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
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PETROL & KEROSENE MARINE MOTORS 7-1/2 to
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TELEPHONE No. 215.



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B.H.P. Paraffin 70, Petrol 80.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
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VEHICLES, etc.
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Telegraphic Address: "TAIKOODOCK."
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	China	P. & O.	11, Oct.
London & Antwerp etc.	Radnorshire	J.M. Co.	12, Oct.
London & Antwerp etc.	Vestalia	J.M. Co.	18, Oct.
Havre & Hamburg	Suedmark	H. A. L.	28, Oct.
Havre, Bremen & Hamburg &c.	Liberia	P. & O.	15, Oct.
London & Antwerp via S'ao Paulo etc.	Nile	H. A. L.	11, Oct.
Marseilles via S'gon, S'pore, C'be,	Hoerde	M.M. Co.	21, Oct.
Port Said	A. Behle	M.M. Co.	21, Oct.
Marseilles, London & Antwerp	Katori	N.Y.K.	22, Oct.
via Singapore &c.	Henlogan	S. T. Co.	11, Oct.
Glasgow, London & Antwerp	Sachsen	H.A.L.	12, Oct.
Rottterdam, H'burg & Antwerp	Bayern	H.A.L.	30, Oct.
N'les, G'oa, A'rs, G'tar, S'ton	Sneisenau	M. & Co.	15, Oct.
Trieste, via Singapore, Penang,	Koerber	S.W. Co.	5, Oct.
Colombo, etc.	Persia	S.W. Co.	1, Nov.
T'te, Fiume, V'ce, via S'pore etc.	Anyo Maru	T. K. K.	3, Dec.
Mexico, Peruvia & Chile etc.,			

NEW YORK SAN FRANCISCO AND CANADA.

New York	Shimosa	D. & Co.	9, Oct.
Boston and New York	Polevic	B. L.	25, Oct.
San Francisco	Inverclyde	J.M. Co.	End of O.
San Francisco via Keelung &			
Japan &c.	China	P.V. Co.	14, Oct.
Victoria, V'ce, H'e, T'ma & Pland	Den of Airle	J. M. Co.	16, Nov.
Shanghai, B.C. & Seattle via			
Shanghai, B.C. & Seattle via	Sanuki M.	N. Y. K.	21, Oct.
Victoria B.C. & Tacoma via	Mexico M.	O. S. K.	15, Oct.
Keelung, etc.	Chicago M.	O. S. K.	30, Oct.
Vancouver, Seattle and/or			
Tacoma & Pland Or.	Andalusia	H. A. L.	29, Oct.
Victoria, Vancouver, Seattle,			
Tacoma & Portland	D. of Airle	J. M. Co.	16, Nov.
San Francisco via Shanghai etc.	Chiyo M.	T. K. K.	17, Oct.
San Francisco via S'hai Japan	Manchuria	P. M. Co.	21, Oct.

AUSTRALIA.

Australian Ports via Manila	Eastern	G. L. Co.	10, Oct.
Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1, Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fukuta	J.M. Co.	17, Oct.
Kobe	P. Sigismund	M. & Co.	14, Oct.
Kobe & Yokohama	Anyo Maru	N.Y.K.	9, Oct.
Moji, Kobe & Yokohama	Luzon Maru	O. S. K.	30, Oct.
Yokohama, Kobe, and Moji	Lovat	J. M. Co.	14, Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22, Oct.
Shanghai, Kobe & Yokohama	Atlantique	M. M.	9, Oct.
Shanghai, Y'hama, Kobe & Moji	St. Helena	A. N.	1, Nov.
Shanghai	Tijpanas	J.C.J.L.	0, half 8.
Shanghai	Choysang	J. M. Co.	11, Oct.
Shanghai	P. & O.	P. & O.	11, Oct.
Shanghai	Luchow	B. & S.	9, Oct.
Shanghai	Welshing	J. M. Co.	11, Oct.
Shanghai	Tijmanok	J.C.J.L.	Q. desp.
Shanghai	Yingchow	B. & S.	11, Oct.
Shanghai	Nippon	S. W.	30, Oct.
Shanghai	Keichow	B. & S.	10, Oct.
Shanghai	Kleist	M. & Co.	15, Oct.
Shanghai	Bohemia	S. W.	1, Nov.
Shanghai	Anhui	B. & S.	16, Oct.
S'hai, Moji, Kobe and Yokohama	Nubia	P. & O.	18, Oct.
Shanghai, Kobe & Moji	Kulsang	J. M. Co.	22, Oct.
Shanghai, Kobe and Moji	A. Apear	D. S. Co.	10, Oct.
Shanghai, Kobe & Yokohama	Arabia	H.A.L.	10, Oct.
Shanghai, Moji, Kobe	Jinsen M.	N. Y. K.	11, Oct.
Shanghai, Moji, Kobe & Y'hama	Kirin Maru	N. Y. K.	13, Oct.
Anping and Takao via Swatow			
Amoy	Soshu Maru	O. S. K.	15, Oct.
Tamswi via Swatow & Amoy	Daijin Maru	O. S. K.	17, Oct.
S'pore, Pang, R'gon & C'cutta	Tosa Maru	N.Y.K.	18, Oct.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	17, Oct.
Manila	Yuenang	J.M. Co.	8, Oct.
Manila	Loongsang	J. M. Co.	11, Oct.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	14, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	14, Oct.
Manila Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	24, Oct.
Swatow, Amoy & Foochow	Haiyang	D. L. Co.	10, Oct.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	14, Oct.
Singapore	Fausang	J. M. Co.	11, Oct.
Bombay via Singapore Port			
S'ham Penang & Calcutta	Indo Maru	O. S. K.	23, Oct.
Java	Tijlajap	J.C.J.L.	F. half O.
Java	Tijlajap	J.C.J.L.	F. half O.
Singapore, Penang & Calutta	Jelunga	D. S. Co.	15, Oct.
Jesselton, Kudat and Sandakan	Porneo	M. & Co.	31, Oct.

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AUTOGENOUS WELDING.
Repair of boilers and hulls, welding of cracks. Renewing of
corroded plates by addition of metal. Welding of broken pieces or any
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MARINE MOTORS.—	STOCK IN HONKONG.
2 CYLINDER MOTOR.	24 B. H. P.
2 do.	30 B. H. P.
2 do.	50 B. H. P.
4 do.	100 B. H. P.

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VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Saigon, Hue, Arratoon Apar, Luchow.	
Kobe, Shanghai.	

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Singapore, Delta, Ben on, Wongsang.	
Singapore, Wongsang.	

AMERICAN MAIL.

The "s.s. MANCHURIA" arrived at
Manila on Monday at 4 p.m. and is expect-
ed to leave that port on Thursday at 4
p.m. making her due to reach Hongkong
on Saturday morning at 10 o'clock.

The P.M. s.s. CHINA will be despatched
from this port at 12 o'clock on Tuesday,
October 14, for San Francisco, via Manila,
Nagasaki, Kobe, Yokohama and
Honolulu.

CANADIAN MAIL.

The C. P. E. s.s. EMPRESS OF INDIA
left Yokohama on the 3rd Oct., at 4 p.m.
and is due to arrive at Hongkong on the
10th Oct.

The P. C. R. s.s. MONTEAGLE left
Vancouver on the 2nd inst.
The C. P. R. s.s. Empress of Russia left
Vancouver on the 27th inst., between 4
and 6 p.m.

ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore
for this Port on the 4th inst., at 10 a.m.
with the outward English Mail, and is
due here on the 9th inst., at about 6 a.m.

GERMAN MAIL.

The G. M. s.s. KLEIST, carrying the
German Mails with dates from Berlin of
the 17th of September, left Colombo
on Saturday the 4th of October, at p.m.
and may be expected here on or about
Wednesday the 15th of October.

AUSTRALIAN MAIL.

The E. & A. s.s. Aldenham left Sydney
for this Port via Queensland Ports and
Manila on 27th ult., and may be expect-
ed to arrive here on 30th October.

The I. G. M. s.s. Prinz Slein-
mund left Sydney on the 20th
ult., at 11 a.m. and may be ex-
pected here on or about the 13th
of October.

MERCHANT STEAMERS.

The M. M. s.s. ATLANTIQUE will be
despatched for Shanghai, Kobe and Yo-
kohama on or about 11th inst.
The H. A. L. s.s. ARABIA left Singapore
on the 6th inst., a.m., and may be ex-
pected here on or about the 11th inst., a.m.

The Danish s.s. CATHAY left Sabang
on the 6th inst., at 1 a.m., and may be
expected here on or about the 15th inst.

The Ben Line s.s. BENAVON from
Middlebro' and London left Singapore
on 3rd inst., for this Port and may be ex-
pected to arrive here on or about the 9th
inst.

The American and Manchurian Line
s.s. City of Baroda left New York on
25th August and is due here on or about
15th October.

The s.s. Glenloch passed the Suez
Canal on 30th Sept., for Hongkong via
Straita.

The Barber Line s.s. Saint Patrick
sailed from New York on 12th ult., for
Hongkong.

The N.Y.K. s.s. TAMBA MARU
(American Line) left Seattle for this port
via ports on the 7th instant and is ex-
pected here on the 9th November.

The N.Y.K. s.s. KATORI MARU, (Eu-
ropean Line) left Yokohama for this port
via ports on the 8th instant and is ex-
pected here on the 20th instant.

The N.Y.K. s.s. KAWACHI MARU
(Bombay Line) left Kobe for this port on
the 7th instant, and is expected here on
the 16th instant.

VESSELS IN PORT.

Steamers.

The N. Y. K. s.s. Mithima Maru (Europe Line) left Marseilles for this port on the 20th ult., and is expected here on the 22nd October.	Muchow, Ger. s.s. 858, Zollner, 2nd inst. —Bangkok 25th ult., Rice, B. and S. Kaifuku Maru, Jap. s.s. 3,091, S. Kisei, 3rd inst.—Moji, Coal.—M.B.K. Lalsang, Br. s.s. 2,224, H. E. Gibroy, 3rd inst.—Moji 28th ult., Gen.—J. M. & Co.
The N. Y. K. s.s. Kirid Maru (Calcutta Line) left Calcutta for this port on the 23rd ult., and is expected here on the 12th October.	Tateho Maru, Jap. s.s. 2,637, G. Shinoku, 3rd inst.—Newchwang, 28th ult., Coal.—M.B.K. Kaidis, Nor. s.s. 1,065, Jorgensen, 2nd inst.—Amoy 1st inst.—China Michael Johnson, C.C. s.s. 951, Jacobson, 4th inst.—Bangkok and Holbow 3rd inst., Gen.—Chinese. Mexiko Maru, Jap. s.s. 3,759, N. Kobaya- shi, 4th inst.—Tacoma and Shanghai 1st inst., Gen.—O.S.K.
The N. Y. K. s.s. Shidzuoka Maru (Ameri- can Line) left Melbourne for this port via ports on the 23rd ult., and is expected on the 26th October.	Pheumphen, Br. s.s. W. C. Bird, 4th inst. —Saigon 25th ult., Gen.—Wo Fat Sing. China, Amer. s.s. 3,188, H. Thompson 4th inst.—San Francisco 4th inst.— R. C. Morton.
The N. Y. K. s.s. Aki Maru (European Line) left Colombo for this port via Sin- gapore on the 23rd ult., and is expected here on the 8th October.	Kansu, Br. s.s. 1,143, K. E. Tuedden, 4th inst.—Java and Pasuruan 24th ult., Sugar, B. and S. Carl Diederichsen, Ger. s.s. 774, Franden, 5th inst.—Holbow 4th inst., Gen.— J. & Co.
The Danish s.s. Cathay has left Port Said on the 16th ult. and may be expected here on or about the 13th of October.	Yechigo Maru, Jap. s.s. 1,654, H. Koku- bu, 5th inst.—Newchwang, Mar- chandise.—Tatsumi. Tjimanok, Dut. s.s. 3,321, N. Y. Nyek, 5th inst.—Macao 28th ult., Gen.—J. C. J. L.
The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th ult., and is expected here on the 12th October.	Wakamatsu Maru, Jap. s.s. 2,823, Uai- wa, 5th inst.—Wakamatsu 28th ult., Coal.—M.B.K. Hue, Fr. s.s. 703, A. Corneilussen, 5th inst.—Haiphong 3rd inst., Gen.— A. R. Murly.
The N. Y. K. s.s. Ivo Maru (European Line) left Shanghai for this port on the 19th ult., and is expected here on the 27th Oct.	Waishing, Br. s.s. 1,170, G. S. Holm- wood, 6th inst.—Bangkok 27th ult., Rice.—Order. Ataka Maru, Jap. s.s. 3,592, Noguchi, 6th inst.—Chingwan 30th ult., Coal.—M.B.K.
The L.C.N.S. s.s. LOVAT from Calcutta is due at Hongkong on the 12th October.	Yunnan, Br. s.s. 1,306, G. W. Eddy, 6th inst.—Sourabaya 29th ult., Su- gar, B. and S.
The L.C.N.S. s.s. ONSANG from Soura- baya is due at Hongkong on the 14th Oct.	A. Apear, Br. s.s. 2,961, W. W. Walker, 6th inst.—Calcutta 16th ult., Gen.—D. S. & Co.
The L.C.N.S. s.s. WINGSANG from Wuhu passed Wongsang on the 6th inst., and is due at Hongkong on the 9th inst.	Sikang, Fr. s.s. 618, J. Panier, 7th inst. —Haiphong 4th inst.—M.M. Loongsang, Br. s.s. 1,093, G. W. W. Leas, 7th inst.—Manila 4th inst., Gen.— J. M. & Co.
The L.C.N.S. s.s. KUTSANG from Cal- cutta is due at Hongkong on the 19th Oct.	Triumph, Ger. s.s. 739, Langschwager, 7th inst.—Holbow 6th inst., Gen.— Jensen & Co. Devanwongse, Br. s.s. 1,047, C. W. Shearer, 7th inst.—Saigon 3rd inst., Rice. —A. Bue.

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LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED
22] Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York,
And from Manila, Hongkong and Japan to Vancouver (B.C.) and
Portland (Or.)

Taking Cargo at Through rates to all European Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Ports. Black Baltic Sea and
Forth, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	THROUGH.
Arabia..... 10th Oct.	Istria..... 6th Nov.
Albana..... 17th Oct.	Altmarc..... 18th Nov.
Sambila..... 21st Oct.	Sithona..... 24th Nov.
Segovia..... 22nd Oct.	Preussen..... 29th Nov.
Andalusia..... 29th Oct.	

HOMeward	For Marseilles & Hamburg
Hoerde..... 11th Oct.	Brigavina..... 31st Oct.
For Havre, Bremen & Hamburg	For Havre, Bremen & Hamburg
Sachsen..... 12th Oct.	Arabia..... 15th Nov.
For Havre, Bremen & Hamburg	For Havre, Bremen & Hamburg
Liberia..... 16th Oct.	Sambila..... 22nd Nov.
For Havre & Hamburg	For Havre, Bremen & Hamburg
Suedmark..... 28th Oct.	Sithona..... 28th Nov.
For Havre, Bremen & Hamburg	For Havre & Hamburg
Andalusia..... 29th Oct.	Macedonia..... 30th Nov.
For Havre & Hamburg	For Havre & Hamburg
Bayern..... 30th Oct.	Segovia..... 29th Nov.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Commercial

Dutch East Indian Trade.

The Am. Far East correspondent of the *Financial News*, says:—

Interesting particulars have recently been published in the annual report of the Netherlands Trading Society about the economic development in the Far East, especially in the Dutch East Indian Archipelago. According to the information contained in this report, there are at present in Java 185 sugar factories, while five additional factories are building. There have been planted with sugar cane for the crop of 1913 208,027 bouws. The production of cane sugar in Java amounted in 1902 to 22,800,000 piculs, as against 23,740,000 in 1912 and 20,720,000 in 1911.

Nearly the whole production of the factories, namely, 20,680,000 (previous year 18,710,000) piculs, was exported, mainly to British India, Australia, China, and Japan; which, between themselves, took 15,180,000 piculs, or about three quarters of the whole Java production. Nearly one-half of this amount (7,740,000 piculs) was exported to British India. Japan took 3,980,000 piculs, but this was partly due to the bad sugar harvest of Formosa.

In former years the sugar planters in Java used to export their production chiefly to the United States. This business was ruined after the premiums had been conferred to the Cuban planters. It is an interesting fact that Java has been able to find at once new consumers in the Far East, at very profitable prices. It is expected that the new tariff in the United States will enable Java to compete again in the former field, which will give an additional outlet for the increasing production.

The export of Java sugar to Holland, which was at one time the chief market for the product, ceased many years ago, owing to fiscal measures. In the last few years a small but an increasing amount is, however, finding its way again to Holland, where one of the chief refineries has taken up the refining of Java sugar again in a small way.

As to the rubber plantation industry in the Dutch East Indies, the total area under rubber in the Archipelago now amounts to 150,000 bouws, say fully one quarter of the whole area which has been planted under rubber in the Middle East. This clearly demonstrates the enormous importance which the Dutch East India Archipelago, and, consequently the Amsterdam market, will gradually attain for the rubber industry.

Of course, the present output of rubber in the Dutch East Indies is by no means equal to one quarter of total production in Asia owing to the fact that planting was begun some years later than in Ceylon and the Straits, but the output is now rapidly increasing. Two thirds of the total area under rubber in the Archipelago, or 100,000 bouws, has been planted in Sumatra, where the planted area has been further extended in the past year. It is a well-known fact that a considerable part of the rubber in Sumatra has been grown on former tobacco estates especially on such parts of these estates as were less apt for tobacco growing. Hence nearly all Sumatra tobacco companies have gradually become interested in rubber to a smaller or larger degree. Some of them, as for example, the United Latex, have founded separate rubber companies and have confined themselves to their old line after having given a "melon" to their stockholders. Others have taken up rubber planting as an additional business, among them being the big Deli Maatschappij which markets about one-fourth of the whole Sumatra tobacco crop. So far the Deli Maatschappij has not given any information to its stockholders about the scope of its rubber interests, which are known, however, to be extensive.

The planting of rubber on a large number of estates which were previously tobacco plantations has had an important influence on the prospects of the tobacco industry. In good years the tendency has always been noticeable to extend the cultivation of tobacco, which has sometimes led to fear that over-pro-

duction might arise. The prospect has absolutely disappeared in consequence of the rubber boom, as all areas which have been planted under rubber are, of course, lost to the tobacco, so that the natural monopoly of the latter has been further strengthened. Of late a growing tendency towards concentration has been noticeable in the Sumatra tobacco industry, and this has no doubt been partly due to the very fact that the area which is still left for this industry in Sumatra has been so much curtailed, owing to the development of the rubber industry.

The Refined Sugar Trade.

The export of refined sugar to China was temporarily suspended owing to the late disturbances in that country, but since the government troops have managed to subdue the revolutionary elements, the market conditions in Shanghai and elsewhere should resume their usual activity. The sugar season is fast approaching, so when the stock still on hand in Shanghai is cleared off, our refineries ought to be getting busy. Hankow not having been disturbed by the recent hostilities, has been the recipient of 17,000 to 18,000 bags from Yokohama and it is surmised that the future of this trade is promising to be prosperous.

The Banking Business in Chosen.

According to the *Yomiuri*, it appears the banking business in Chosen is still in its primitive stages. The following schedule gives the names of the banks operating in the peninsula, their paid up capital and the rate paid in dividends:—

Name	Paid up Capital	Rate of Dividends
Chosen Ginko	Y7,500,000	6 p.c.
Kanko Noko		
Ginko	321,000	12 "
Heian Ginko	137,000	12 "
Keisho Ginko	110,000	12 "
Zenshu Ginko	100,000	10 "
Koshu Ginko	100,000	10 "
Saiyo Ginko	79,835	10 "
Branch of Dai-ichi	1,800,000	10 "
Branch of 18th Bank	1,150,000	8 "
Branch of 130th Bank	700,000	8 "
Saiwa Ginko	312,500	8 "
Kanjo Ginko	750,000	7 "
Kanichi Ginko	125,000	10 "
Chosen Shogyo Ginko	217,813	10 "
Mitsuyo Ginko	50,000	15 "
	Y13,483,148	

The above mentioned banks have been doing a fair business in comparison to their respective spheres.

The amount of deposits and loans passing through these banks for the past three years were as follows:—

Year	Deposits	Loans
1909	Y18,397,631	Y17,699,587
1910	16,889,109	22,990,040
1911	18,764,267	25,156,068

The deposits showed a decrease in 1910 owing no doubt to popular sentiment being disturbed on the occasion of the annexation.

South Manchuria Railway Co.

The new shares of the South Manchuria Railway Company—just issued to the number of 20,000—have been allotted to shareholders at the rate of one for each old share held, and the first instalment of payment was called up on September 1. The money market, however, is tight, and even loans on the best approved security have to bear an interest charge at the rate of over 8 per cent, while not more than 80 per cent. of the market value of securities is advanced. Consequently, many people find it difficult to take up their shares, and they are already being offered for sale. The probable dividend is not more than 6 per cent., and old shares, Y1.65 paid-up, have gone down to Y1.43 or so, while new shares Y2.00 paid-up, are quoted at about Y1.50. The payment called on the new shares has been unsatisfactory, and the time allowed for payment has expired, but the Company refrains from issuing demand notes. It is learnt that the Company has deferred calling up payment of the last instalment of the old shares, drawing the money required from the reserve fund instead.

Chemical Laboratory in Japan. The establishment of a chemical laboratory and factory in Japan at a cost of Y10,000,000 was proposed recently. After consideration, however, it has been decided to operate on a smaller scale, with a capital of between Y4,000,000 and Y5,000,000, and gradually to expand the business. Drs. Takamine, Sakurai, Suzuki and five other doctors are acting as inaugural commissioners, while Baron Shibusawa and Mr. Nakano are promoting the venture.

EDINBURGH-GLASGOW EXPRESS.

A Narrow Escape.

The 8.25 a.m. passenger train from Edinburgh to Glasgow on the Caledonian line had a narrow escape from a serious accident on September 9 at Levenseat, near West Calder. More than a dozen wagons containing road metal, which some workmen were about to unload, were found running down a siding and could not be stopped. The wagons dashed into a signal-cabin, wrecking the staircase and fouling the main line. The foreman of the gang, realizing that the Edinburgh train was due, ran along the railway to endeavour to attract the driver's attention, but by this time the train was only about 200 yards off and it dashed into the obstruction. The engine and front van were damaged, grease-lanes and footboards being wrenched off, but fortunately the train kept to the rails.

Public Companies

THE DAIRY FARM Co., Limited.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY the 11th October 1913 at 12.30 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1913. THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October 1913 both days inclusive. By Order, M. MANUK, Secretary.

Notices

NOTICE.

LIVERPOOL VICTORIA INSURANCE CORPORATION, LIMITED.

HAVING been appointed Agents in this Colony of the above named Corporation, we are prepared to accept usual fire risks on their behalf. Dated, 6th October, 1913. U. RUMJAHN & Co., 6, Des Voeux Road Central.

NOTICE.

FOR SALE VALUABLE LEASEHOLD PROPERTY.

BRITISH CONCESSION, Shameen, Canton. TWO LOT, Nos. 79 and 80, fronting on the Canal Road, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m., on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Under-signed reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—The China Baptist Publication Society, Tung Shan, Canton, China.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York. London Office: 55, Abchurch Lane, E.C. 4.

BRANCHES: Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Reserve: \$100,000,000 (Gold). Assets: \$100,000,000. Deposits: \$100,000,000. Loans: \$100,000,000. Discounts: \$100,000,000. Advances: \$100,000,000. Guarantees: \$100,000,000. Letters of Credit: \$100,000,000. Transfers: \$100,000,000. Collections: \$100,000,000. Agency: \$100,000,000. Insurance: \$100,000,000. Real Estate: \$100,000,000. Shipping: \$100,000,000. Commodity: \$100,000,000. Finance: \$100,000,000. General: \$100,000,000.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world. COMMERCIAL LETTERS OF CREDIT are issued on demand. PURCHASE and SALE of Stocks and Shares effected. TRAVELLERS CHECKS sold and cashed. GROSS RATES, Manager. 9, Queen's Road, Hongkong, Hongkong, 1st Nov., 1912 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880. Authorised Capital Yen 48,000,000. Paid-up Capital " 30,000,000. Reserve Fund " 18,550,000.

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons. Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port (Arthur), San Francisco, Shanghai, Tientsin, Los Angeles.

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be obtained on application. EISHI ONO, Manager. Hongkong, 30th Sept., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON. Paid-up Capital £1,200,000. Reserve Fund £1,700,000. Reserve Liability of Proprietors £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application. A. S. HEWETT, Acting Manager. Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,250,000.) Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.) The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co. General Managers. Hongkong, 19th March, 1903. [32]

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Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000. RESERVE FUNDS: Sterling £1,500,000 at 2/—=\$15,000,000. Silver 17,450,000.

Reserve Liability of Proprietors \$15,000,000. COURT OF DIRECTORS: S. H. Dodwell, Esq.—Chairman. Hon. Mr. D. Landale—Deputy Chairman. G. Friesland, Esq. O. S. Gubbay, Esq. P. H. Holyoak, Esq. G. H. Laurens, Esq. F. Lieb, Esq. W. L. Pattenden, Esq. J. A. Plummer, Esq. Hon. Mr. E. Shellim. H. A. Siebs, Esq. CHIEF MANAGER: Hongkong—N. J. Stabb, Manager. Shanghai—A. G. Stephen. London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed. On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 2 1/2 per cent. per Annum. For 6 months, 3 1/2 per cent. per Annum. For 12 months, 4 per cent. per Annum. N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK. Capital Fully Paid-up Sh. Tael 7,500,000. Head Office.—Shanghai. Board of Directors—Berlin. Branches: Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Yokohama. LONDON BANKERS: Messrs. N. M. Rothschild & Sons. The Union of London and Smith's Bank, Limited. Deutsche Bank (Berlin), London Agency. Dresdner Bank. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. B. TIMMERSCHIEDT, Manager. Hongkong, 9th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED. Authorized Capital £1,500,000. Subscribed " 1,125,000. Paid Up " 562,500. Reserved Fund " 415,000.

BANKERS: Bank of England. London Joint Stock Bank, Limited. Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application. A. R. LINTON, Manager.

THE ALEXANDRA CAFE. Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery, meals with Wines & Liquors.

Exchange

Selling.	T/T Marks
T/T Demand 1/11 15/16	T/T. Franco 25 1/2
30 d/s 2/— 1/16	On Haiphong 1 1/2 pm.
60 d/s 2/— 1/8	On Saigon 3 1/4 pm.
4 m/s 3/— 1/16	On Bangkok 7 1/4
T/T Shanghai 7 1/2	Buying.
T/T Singapore 8 1/4	4 m/s. L/C 2/— 1/2
Private 30 d/s sight S'hai 7 3/4	4 m/s. D/P 2/— 5/8
T/T Japan 9 1/2	6 m/s. L/C 2/— 11/16
T/T India 14 1/2	30 d/s. S'ney & Melbourne 2/— 3/4
T/T Bombay 14 1/2	30 d/s. San F'co & New York 4 1/2
Demand Bombay 14 1/2	4 m/s. Marks 20 1/2
T/T Calcutta 14 1/2	4 m/s. Franco 25 1/2
Demand Calcutta 14 1/2	6 m/s. do 26 1/2
Demand India 14 1/2	Bar Silver ready 28 1/4
Demand Manila 9 1/2	forward 28 1/4
T/T. San F'co & New York 48 3/8	Gold Leaf per tael 52 70
T/T. Java 120 3/4	Bank of England rate 5%
	Sovereign 99 1/2

Subsidiary Coins.

Discount per \$100	Malwa, New
Chinese 20 cts. pieces 8 1/2	\$3,350 per picul.
Chinese 10 " 8 1/2	Malwa, Old 3,500 "
Hongkong 20 " 8 1/2	Patna, New 4,305 per che.
Hongkong 10 " 7 1/8	Patna, Old 1,250 "
	Benares, New 4,200 "
	Benares, Old 4,000 "

SHARE REPORT.

S-SELLERS		SA-LAST		B-BUYERS	
STOCKS & PAID OF VALUE. BANKS.		CLOSING QUOTIONS		LAST DIVIDEND AND DATE.	
Hongkong & Shanghai \$125		\$790 s.		\$2 at ex 1/11/12 equal to \$20.31 for 1 1/2 year ending 30/6/13	
MARINE INSURANCES.		£9		\$18 for 1912	
Cantons	\$50	340	b.	Final of 10 p.c. making 20 p.c. for 1911	
North China	25	1137 1/2	b.	Final of \$20 making \$50 for 1911 and Interim of \$30 for 1912	
Unions	\$100	\$786	b.	Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912	
Yangtzes	\$50	\$192 1/2		\$10 for 1911	
FIRE INSURANCES.				\$27 for 1911	
China Fires	\$20	\$151	b.	\$1 for 1906	
Hongkong Fires	\$50	\$370	b.	\$2.50 for year end'g 30/6/13	
China & Manila	\$25	\$8	s.	Interim of \$1 for half year ending 30/6/13	
Douglas Steamship	\$50	\$33 1/2		\$6 p.c. for year 1912, on preferred shares	
Steamboats	\$15	\$28 1/4	b.	{ Final of 4/- making 6/- for year ending 31/12/12	
Indo-Chinas (Preferred)	25	\$86	b.	Int. of 1/- a/c 1913	
(Deferred)				\$2 on 10,000 shares 1st issue	
"Shell" Transports	\$1	101/- ex & rights		\$3 on 10,000 " 2nd "	
		211	b.	\$1 on 10,000 " 3rd "	
"Star Ferry"	{	\$10	\$57 1/4	b.	for year ending 30/4/13
REFINERIES.				\$3 for 1912	
China Sugars	\$100	\$98	b.	\$3 for 1897	
Luzon Sugars	\$100	\$35	s.	Interim of 3 1/2 p.c. 8 2/5d per share. Coupon No. 1 account year 30.6.12	
MINING.				Int. of 2/6 a/c 1913	
Chinese Engineerings	21	32/6		1/2 for 1909	
Tronohs	21	51/3	s.	\$4.50 for year 1912	
Raubs	21	\$3.10	s.	\$1 final dividend for year 1911	
DOCKS, WHARVES, & GOWNS				Tls. 3 for 1912	
Kowloon Wharfs	\$50	\$91	ea.	Interim of Tls 3 for 1913	
H.K. & W'pon Docks	\$50	\$78	b.	Tls. 6 2/3 2/10	
Shanghai Docks	T. 100	55	b.	\$3 on old shares, \$1.50 on new shares for half year 31/12/12	
Hongkew Wharfs	T. 100	T. 106	b.	\$3.50 for 1/2 year ending 30.6.13	
LANDS, HOTELS & BUILDING				50 cents for 1912	
Anglo French Lands	T. 100	T. 94		\$2.80 for 1912	
Hongkong Hotels	\$50	\$125		Interim of 5 p.c. for half year ending 30/6/13	
Hongkong Lands	\$100	\$90	s.	\$2 for 1/2 year ending 30.6.13	
Humphreys Estates	\$10	\$9 1/4	s.	15 per cent. for 1910	
Kowloon Lands	\$30	\$45	b.	7 p.c. for year ending 31/10/12	
Shanghai Lands	T. 30	T. 91		Tls. 10 for year ending 30/6/13	
West Points	\$50	\$72	s.	ing 30/6/13	
Manila M'pole Hotel	P. 10	P. 8			
COTTON MILLS.					
Ewos	T. 50	T. 147	b.		
Shanghai Cottons		T. 126	b.		
Laou Kung Mow		108 1/2	b.		
Kung Yik		14 1/4	b.		
Hongkong Cottons	\$10	\$9 1/4	s.	50 cents 31.7.08	
CELLANEUS.				85 cents for 1912	
China-Borneo	\$12	\$9 1/2	b.	70 cents for 1912	
Light and Powers	\$10	4	s.	\$1.25 for year end'g 31/7/12	
Do. (Spec. shares)	\$1			40 cents for 1911	
China Providents	\$10	\$9	s.	\$1.60 per share for 1912	
Dairy Farms	\$6	\$28		\$2 interim for 1913	
Green Islands	\$10	\$6 1/4	b.	\$1 interim for 1913	
Hongkong Electric	\$10	\$43	b.	{ Interim of Tls. 1 mak ing Tls. 2 a/c 1913	
Hongkong Ice	\$25	\$150	s.	None	
Hongkong Ropes	\$10	\$23		80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.13	
Langkats	g. 10	T. 29	sa.	Final of \$5 p.c. making 7 1/2 p.c. for 1912.	
Morning Post	\$25	\$22		None	
Peak Tramway	\$10	\$10 1/4	s.	\$1.50 for 1910	
Do. (new)	\$1	90	cts.	None	
Hongkong Electric Trams	g/3	a.		{ No dividend this year	
Philippines	\$10	\$5	s.	50 cts. for year end'g 31.5.12	
H. Price & Co., Ltd.	\$10	\$6		{ 20 per cent. per ordinary share for year ended 31/5/1912	
Pre-ferred					
Societe des Pulpes	\$50	\$20			
Papiereries	paid up \$50				
du Tonkin	Benefit	\$200			
Shanghai-Sumatra	T. 20	T. 150			
Steam Laundry	\$5	\$4	s.		
United Asbestos					
Oriental Agency, Ltd.	\$10	\$9 1/2	b.		
United Asbestos Founders Shares	\$10	\$300			
Union Waterboat	\$10	\$17 1/2	b.	\$1 per share for year ending 31/12/1912	
Weismann, Ltd.	\$10	\$30	b.	25 per cent. for year ending 31/7/11	
Watson	\$10	\$7 1/4	b.	60 cents for 1912	
William Powell	\$10	\$10	s.	40 cts. year ending 30/6/12	
Corrected to 12.30 p.m. Oct. 1				WRIGHT AND HORNBY, Share and General Brokers 5 De Vries Road Central Tel. address Right and	

